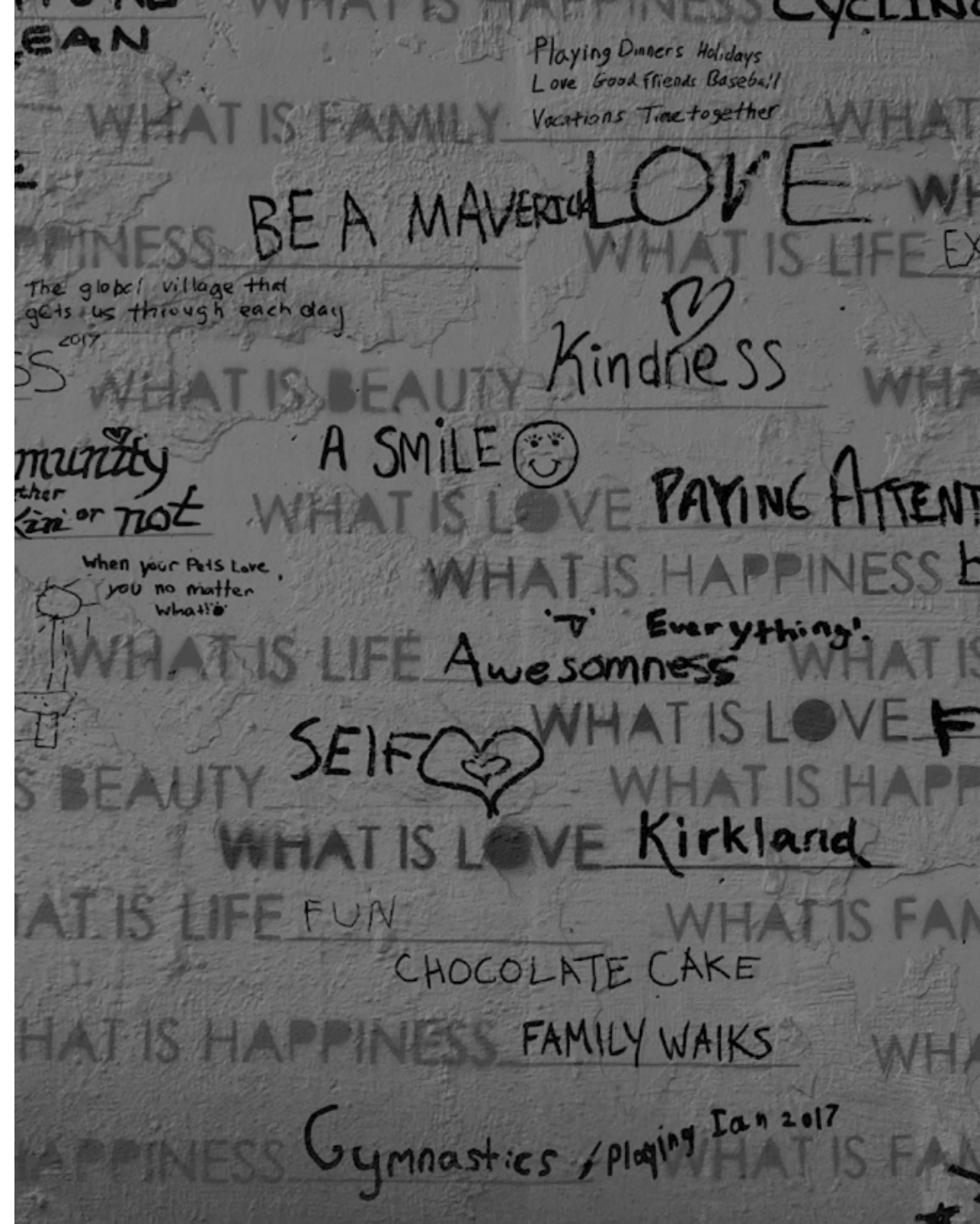


# Initial Concepts and Preliminary Alternatives

City of Kirkland  
Mithun

21 July 2020



# July 21<sup>st</sup> City Council Study Session

During this Study Session, we would like to:

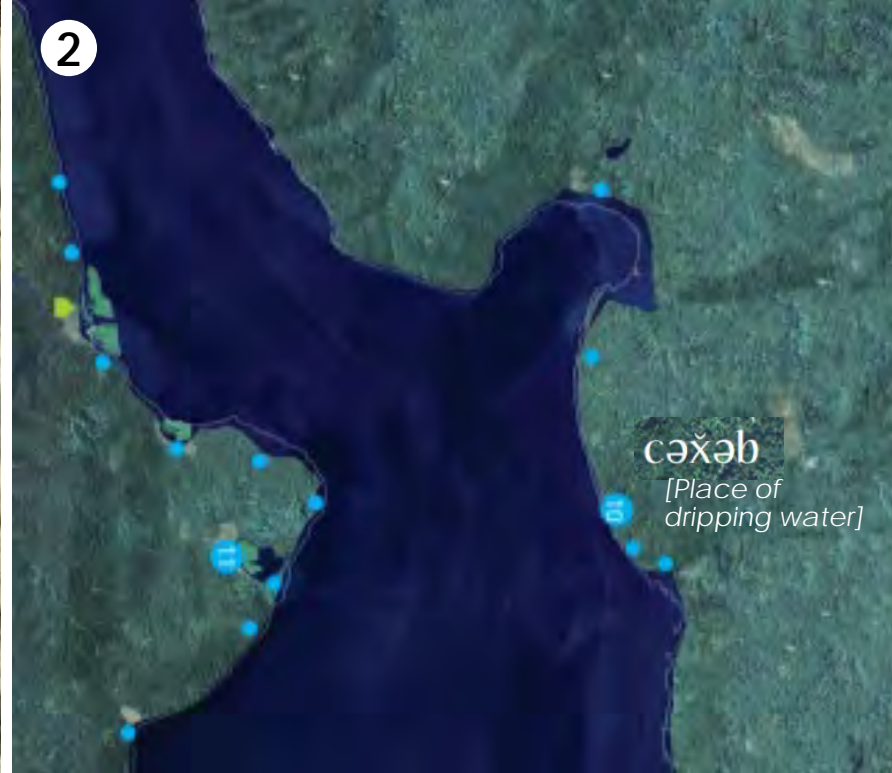
- Confirm Project Objective, Values, and Goals
- Discuss Initial Concepts and answer questions
- Confirm the proposed method for grouping these Initial Concepts into alternatives for further analysis
- Discuss key issues that should be explored through alternatives development

# NE 85<sup>th</sup> Station Area Plan Briefing—

5 min	Project Introduction
10 min	Initial Concepts Presentation
10 min	Summary of Public Input
15 min	Summary of Preliminary Alternatives

# Acknowledgements





## Indigenous Land Acknowledgement

- 1) A Duwamish village, 'STAH-lahl' was near the present town of Kirkland. *Base map: "Puget Sound Region, WA", D Molenaar, 1987, via CoastSalishMap.org*
- 2) Rendering of the region before non-indigenous settlement. Coast Salish named place, cəxəb (place of dripping water) near present day Kirkland. *Waterlines Map, Courtesy Burke Museum*
- 3) Muckleshoot fishing from a bridge *Courtesy Muckleshoot Tribe*
- 4) Muckleshoot girl circa 1890 *Courtesy Muckleshoot Tribe*
- 5) Longhouses in Quamichan Village. *Courtesy of BC Archives, D00692 via CoastSalishMap.org*

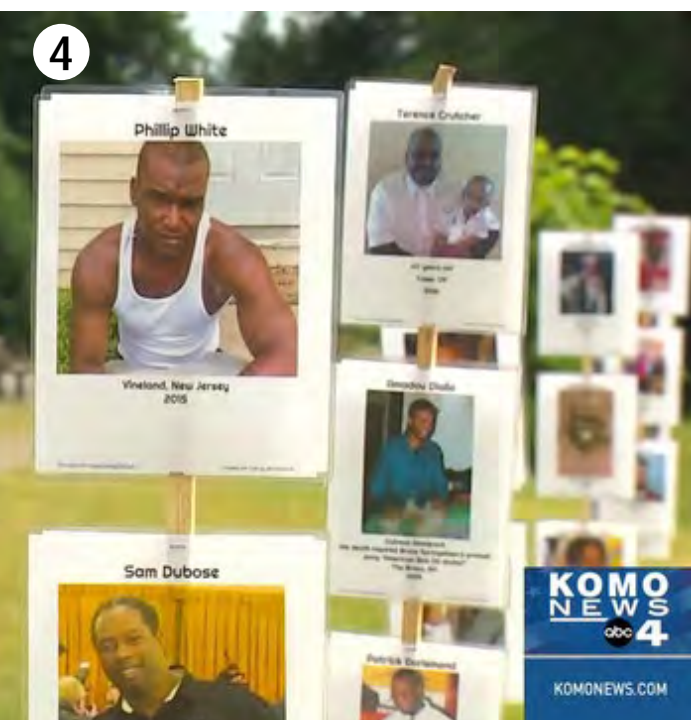






## COVID-19, Pride, Black Lives Matter

- 1) Ribbons and flowers adorn the trees around Life Care Center of Kirkland. *Courtesy Amanda Snyder / The Seattle Times*
- 2) Pride Month *Courtesy City of Kirkland*
- 3) Physical distancing in parks. *Courtesy City of Kirkland*
- 4) Memorial to Black Americans killed by Police. *Courtesy KOMO News*
- 5-7) Show of solidarity in Kirkland between protestors, armed group and police as they all take a knee for George Floyd. *Courtesy @EricJensenTV / KOMO News*





# Project Introduction—

**The City of Kirkland is developing a Station Area Plan** that will guide future growth or development around the station.

We need your help to develop alternatives for study and identify topics to consider for environmental review under the State Environmental Policy Act.

# Project Vision—

The NE 85<sup>th</sup> Street Station Area is a regional gateway district that supports transit, creates opportunity for all, and reflects Kirkland's unique identity.

# Values—

Livability + Sustainability + Equity

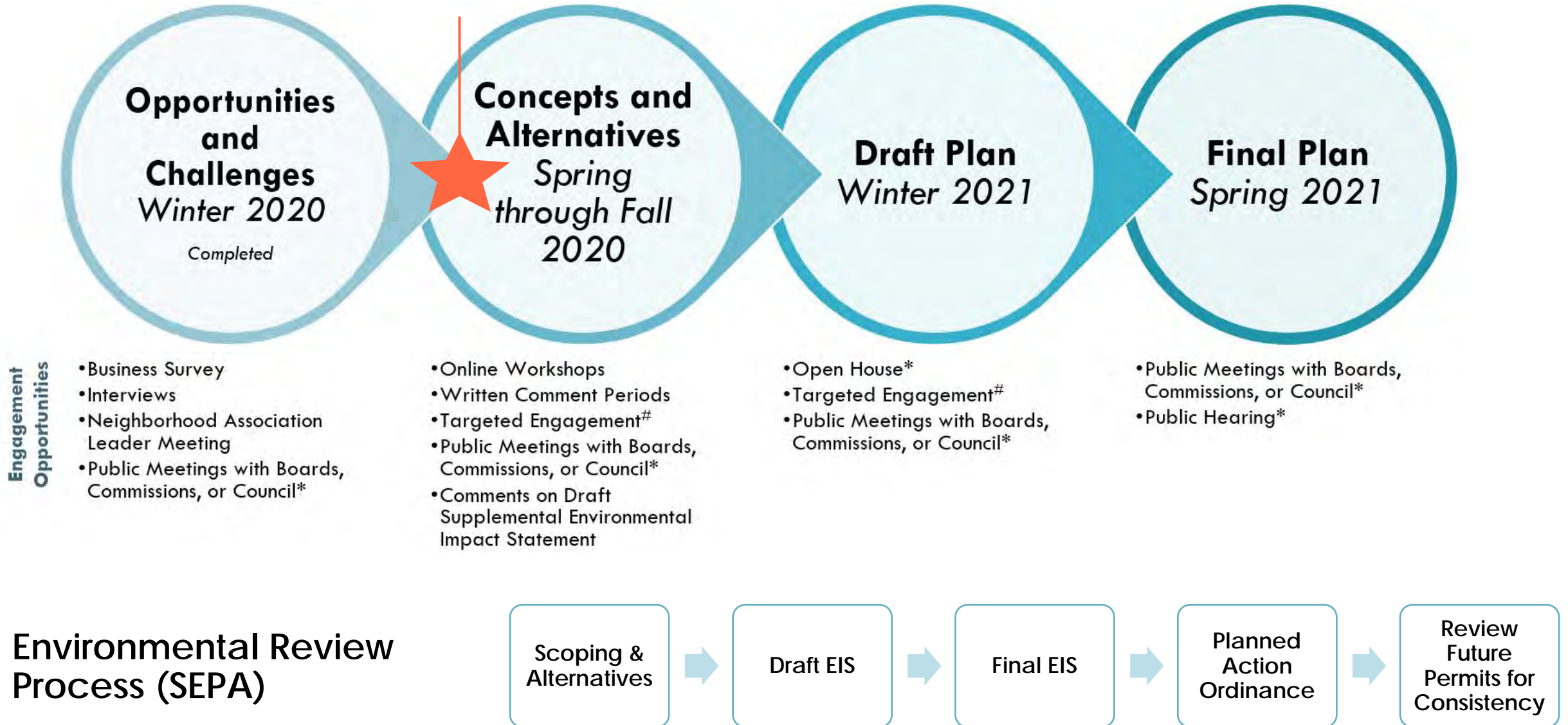
# Goals—

Development Near Transit,  
Connected Kirkland,  
Inclusive District



# Planning & Engagement Process

We are here!



# Overall Engagement Objectives

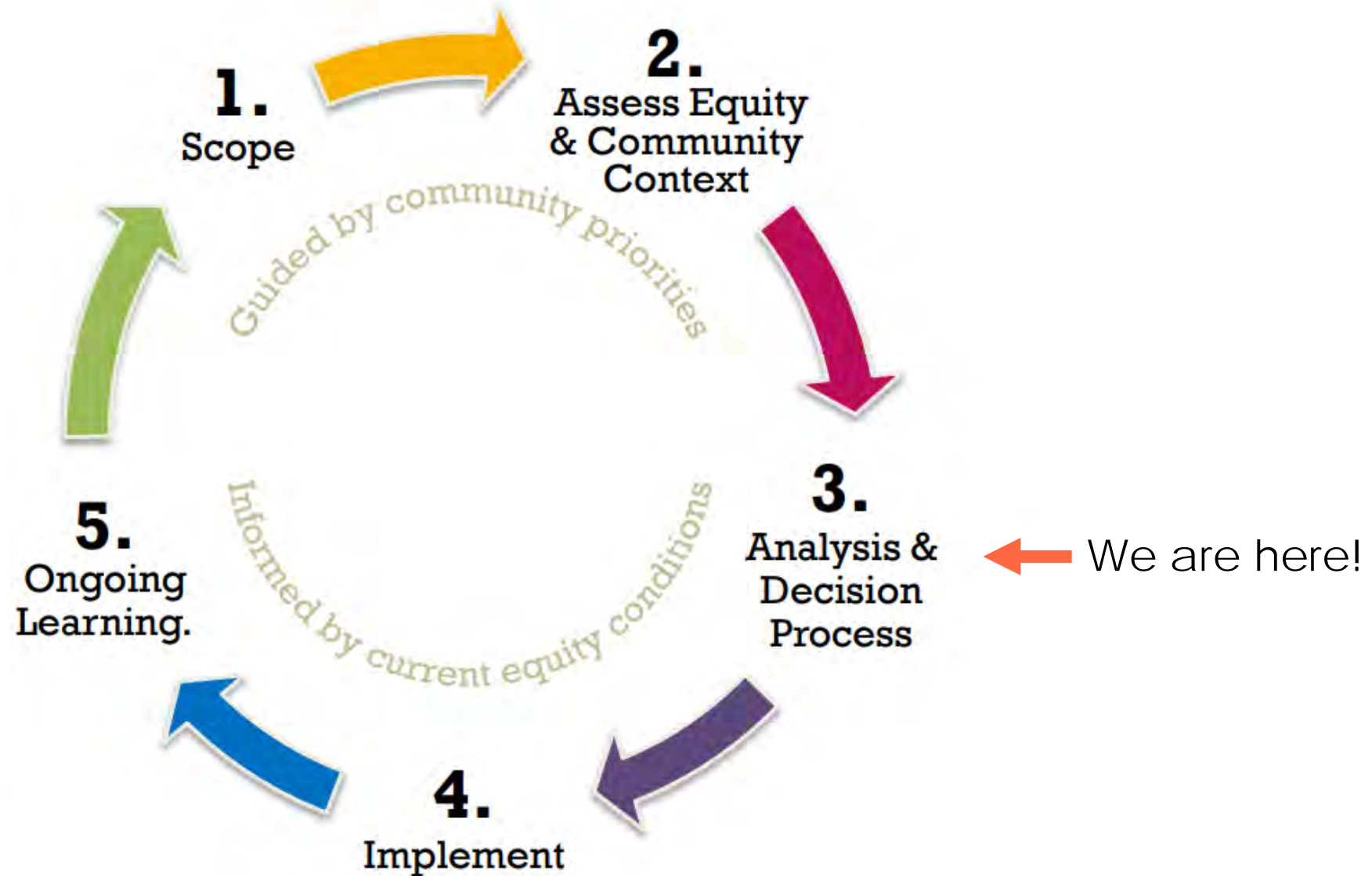
- Communicate clearly so the community is well informed.
- Actively solicit information from businesses, residents, and property owners.
- Apply an equity lens.
- Engage in a defensible process.
- Integrate plan development with environmental review.
- Focus on issues that can be influenced by public input.
- Build project support through efforts that inform decision-making.



“Civic engagement, innovation and diversity are highly valued. We are respectful, fair, and inclusive.”

-City of Kirkland Vision 2035

# Equity Impact Review Process—



# Equity and Community Context Summary—

## Identified marginalized & at-risk populations in the station area

Residents of Color	Limited English Proficiency	Seniors	Youth
18% <sup>1</sup>	7% <sup>1</sup>	32% <sup>1</sup>	26% <sup>1</sup>
Renters	Households in poverty	Employees with <\$40k annual pay	Households without broadband
36% <sup>1</sup>	6% <sup>1</sup>	~1440 <sup>2</sup>	4-11% citywide <sup>3</sup>

## Priority Equity Opportunities to promote Community Resilience within Initial Concepts



**SOURCES**— (1) American Community Survey 2017 Estimates (2) Longitudinal Employer-Household Dynamics, US Census Bureau (3) Technology Access and Adoption in Seattle: Progress towards digital opportunity and equity, 2014 Report

# Community Growth & Evolution—

## Indigenous Community and Early Settlement



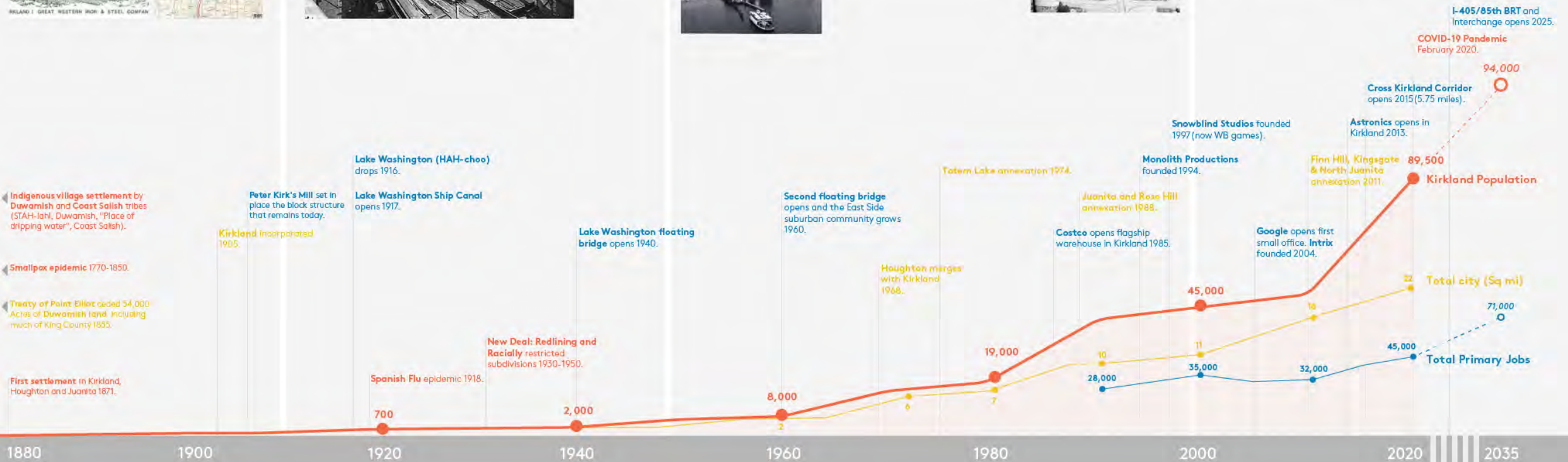
## Industrial Era and Regional Development



## Suburban Growth and Annexation



## Innovation Economy and Mobility Investment





# Equity, Livability & Resilience Context

## LEGEND

Station Area Plan Boundary

BRT Station

### COMMUNITY RESILIENCE

Grocery Stores

Pharmacies

Public Gathering Spaces

Schools

### PARKS AND MOBILITY

Parks

Cross Kirkland Corridor

BRT Station

### JOBS AND HOUSING EQUITY

Workers Earning <\$3,333/mo.

Source: [lehd.ces.census.gov](http://lehd.ces.census.gov)

1 - 25

26 - 50

51 - 100

101 - 1631

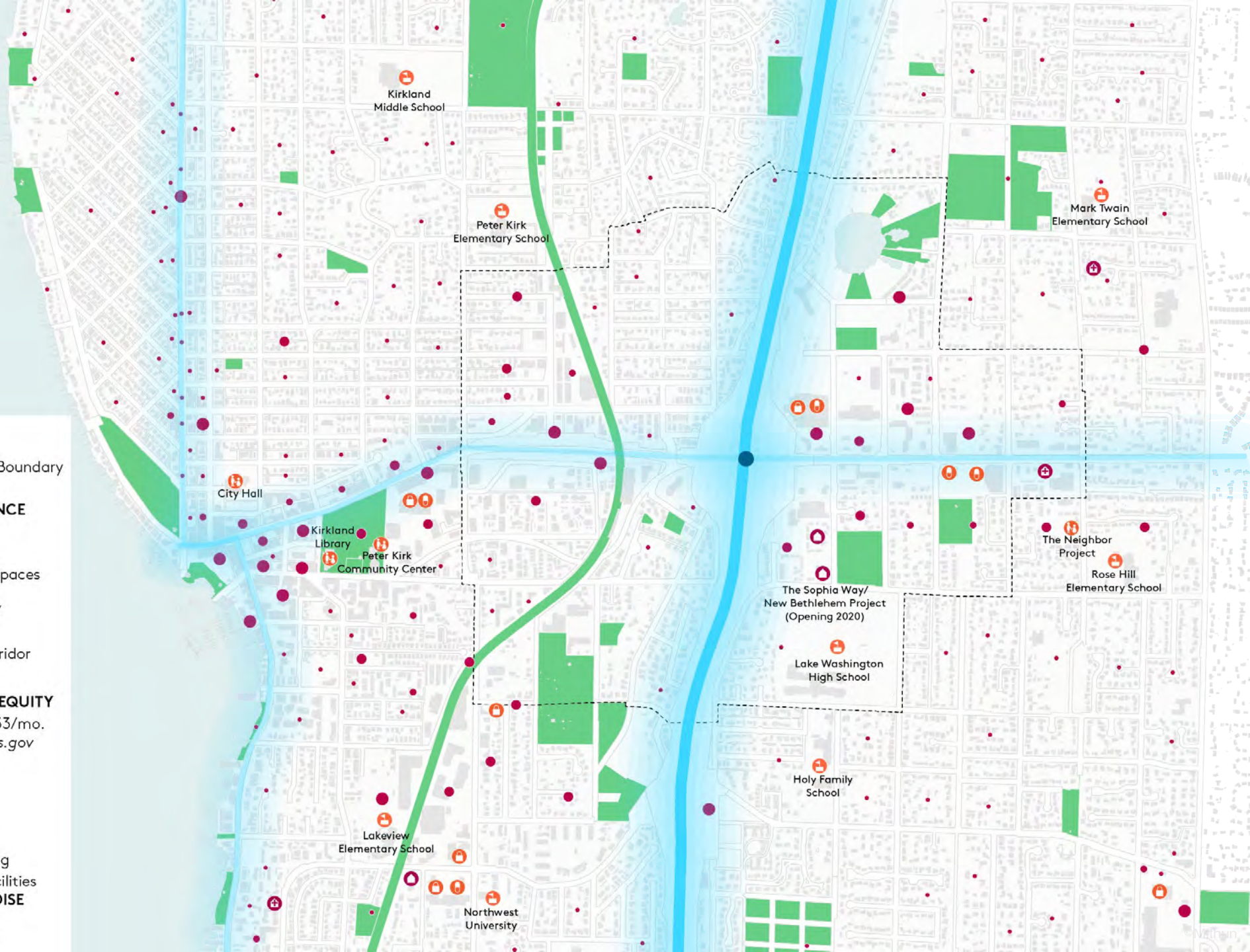
Affordable Housing

Assisted Living Facilities

### AIR QUALITY AND NOISE

I-405

Principal Arterials



# Affected Parties Outreach Summary—

The team identified the following list of affected parties to include in ongoing outreach. The table below describes our success at incorporating their voices into the Initial Concepts Community Online Workshop and Scoping Comments.

Reached	Not Sure	Did Not Reach
<ul style="list-style-type: none"><li>Residents in the station area</li><li>Kirkland Residents</li><li>Older Adults*</li><li>Large property owners in the station area</li><li>Businesses in the station area</li><li>Development Community</li><li>Public Agencies and Tribes</li></ul>	<ul style="list-style-type: none"><li>Older Adults*</li><li>Low Income Households</li><li>Households with Poor Digital Access</li><li>Kirkland Businesses</li><li>Transit riders, Pedestrians, Bicyclists</li><li>Private Sector Employees</li><li>Teachers and Public Employees</li></ul>	<ul style="list-style-type: none"><li>Renters</li><li>People with Limited English Proficiency</li><li>People of Color</li><li>Youth</li></ul>

# Outreach Strategy Updates—

The team identified supplemental outreach strategies to improve participation in DEIS.

Group	Outreach Evaluation and Potential Strategy Updates
<b>Renters</b> 28% of the population rents their home	<ul style="list-style-type: none"><li>▪ Only 1 renter participated in the survey</li><li>▪ Develop a list of building and property managers, incl. KCHA and ARCH, to assist in outreach at Draft SEIS stage</li><li>▪ Consider interviews with KCHA and ARCH in the development of alternatives to capture some of the needs of renters and people living in affordable or subsidized housing</li></ul>
<b>People with Limited English Proficiency</b> 7% of the population	<ul style="list-style-type: none"><li>▪ All engagement has been conducted in English so far</li><li>▪ Outreach to Advocacy organizations incl: Chinese Information &amp; Services Center, Sea Mar Community Health Center, India Association of Western WA now for ideas on effective engagement</li></ul>
<b>People of Color</b> 18% of the population identifies as people of color	<ul style="list-style-type: none"><li>▪ Most participants who indicated a racial identity signaled they were white or Caucasian</li><li>▪ Outreach to businesses or advocacy organizations that serve (or may be owned by) POC</li><li>▪ Begin discovering connections now for engagement on the SEIS, coordinate with City-wide efforts</li></ul>
<b>Youth</b> 26% of the population is under 18	<ul style="list-style-type: none"><li>▪ Not represented in engagement to date</li><li>▪ Outreach through PeachJar flyers and School events</li><li>▪ Workshop with Youth Council or High School- related club or group to review alternatives</li></ul>
<b>Low Income Households</b> 6% of the population is below the poverty level.	<ul style="list-style-type: none"><li>▪ Interviews with Advocacy organizations such as: The Sophia Way, Catholic Community Services, Salthouse Church, now to develop alternatives and discuss ideas on effective engagement</li></ul>



# Next Step - Analysis and Decision Process—

Evaluate who may be disproportionately burdened or benefitted in each alternative—

Projecting and mapping potential equitable outcomes will help prioritize alternatives.

The team will consider how variations in development, mobility, transit integration and access, and other urban design considerations will affect community and employee priorities, concerns, and identified equity opportunities.

# Opportunities & Challenges Summary—



# Table of Contents

Executive Summary —	4
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Urban Context

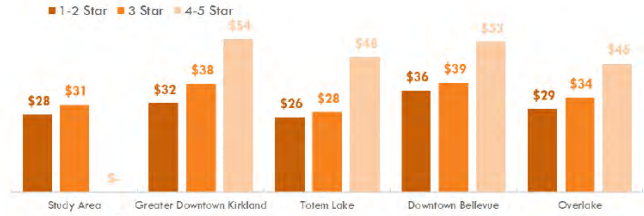




# Recent Development

## Strong Location Advantage for Office

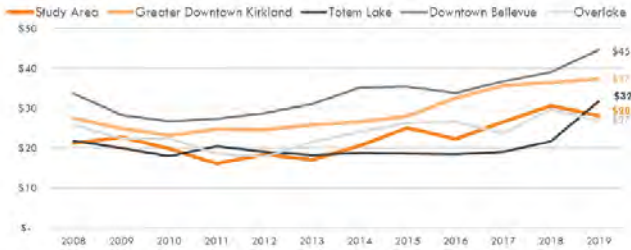
Exhibit 11. Rent per Square Foot by Construction Class, Office Commercial, Study Area and Peer Geographies 2019.



Source: CoStar, 2020; BERK, 2020.

## Opportunity to Improve Office Market

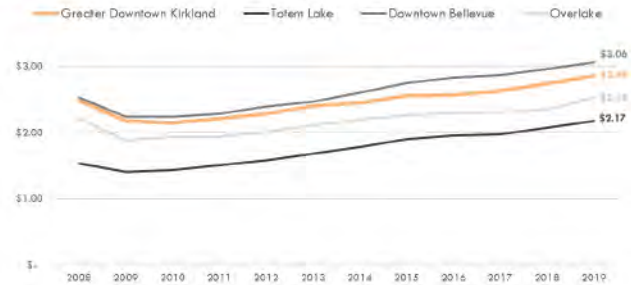
Exhibit 10. Base Rent per Square Foot, Office Commercial, Study Area and Peer Geographies 2008-2019.



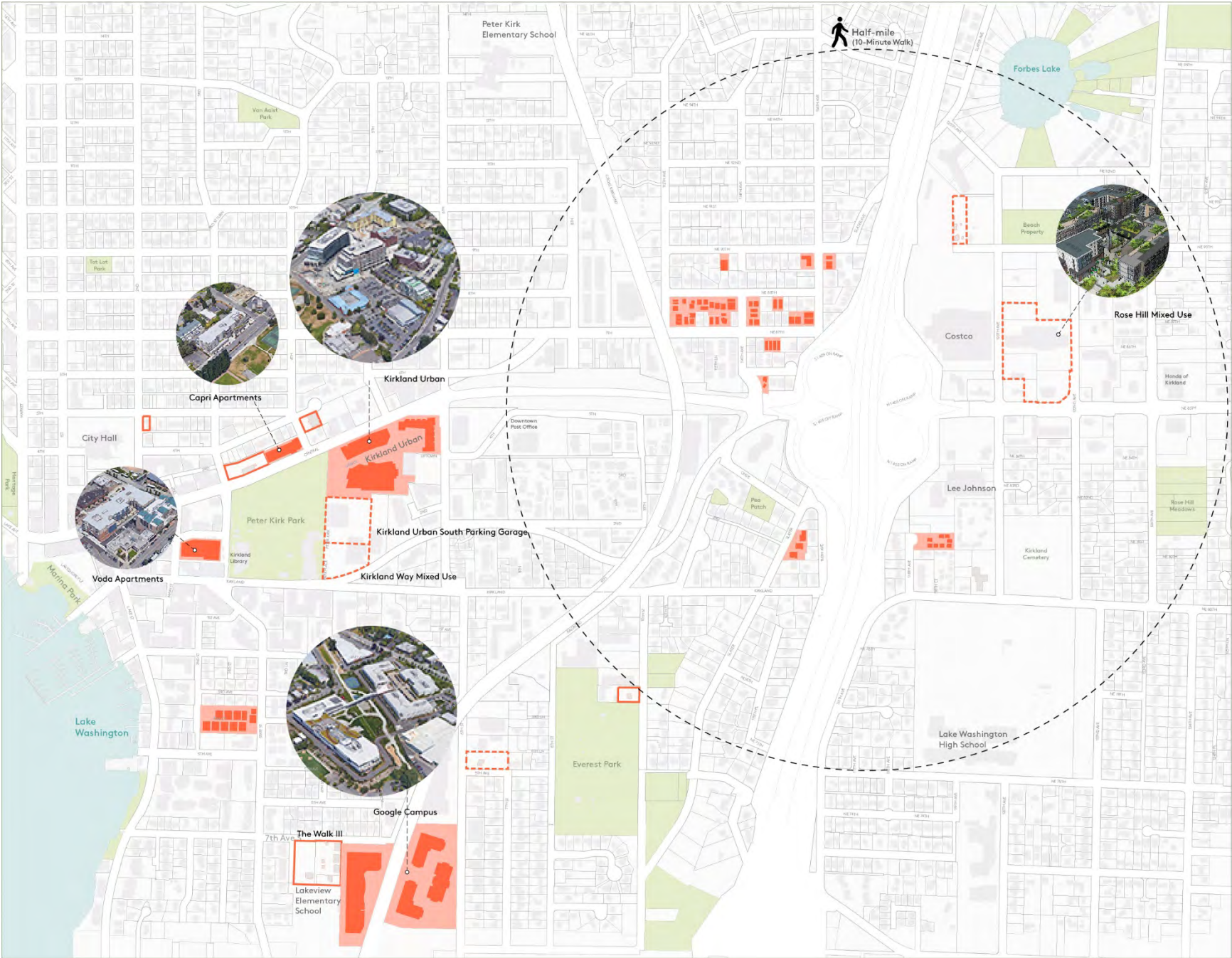
Source: CoStar, 2020; BERK, 2020.

## Good Multifamily Context

Exhibit 23. Rent per Square Foot, Multifamily Residential, Peer Geographies, 2008-2019.



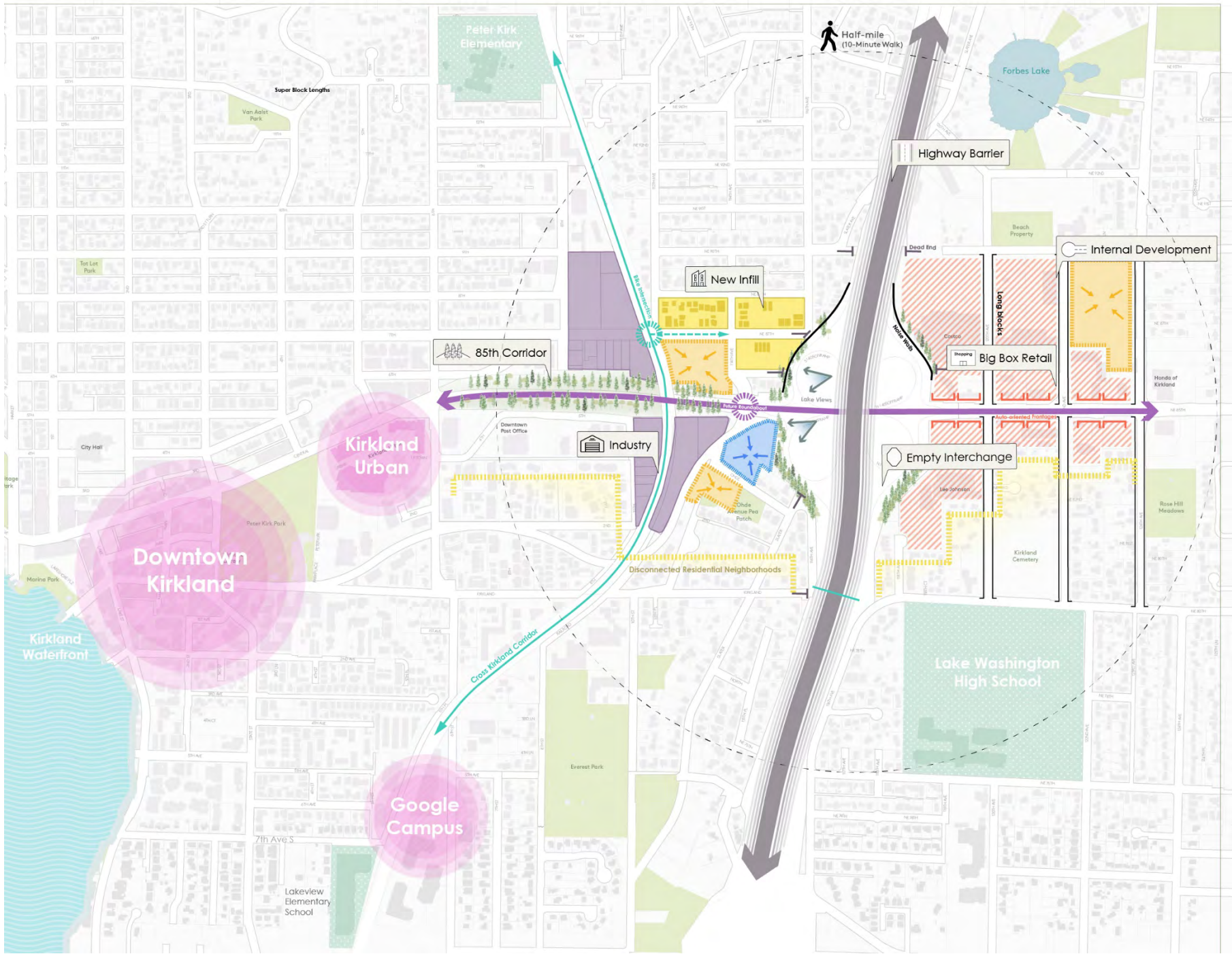
Source: CoStar, 2020; BERK, 2020.





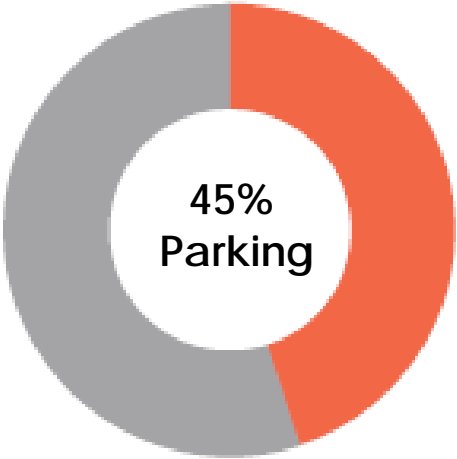
# District Analysis

-  New Infill
-  85th Corridor
-  Industrial Pockets
-  Internal-Facing Development
-  Highway Barrier
-  Empty Interchange
-  Big Box Retail

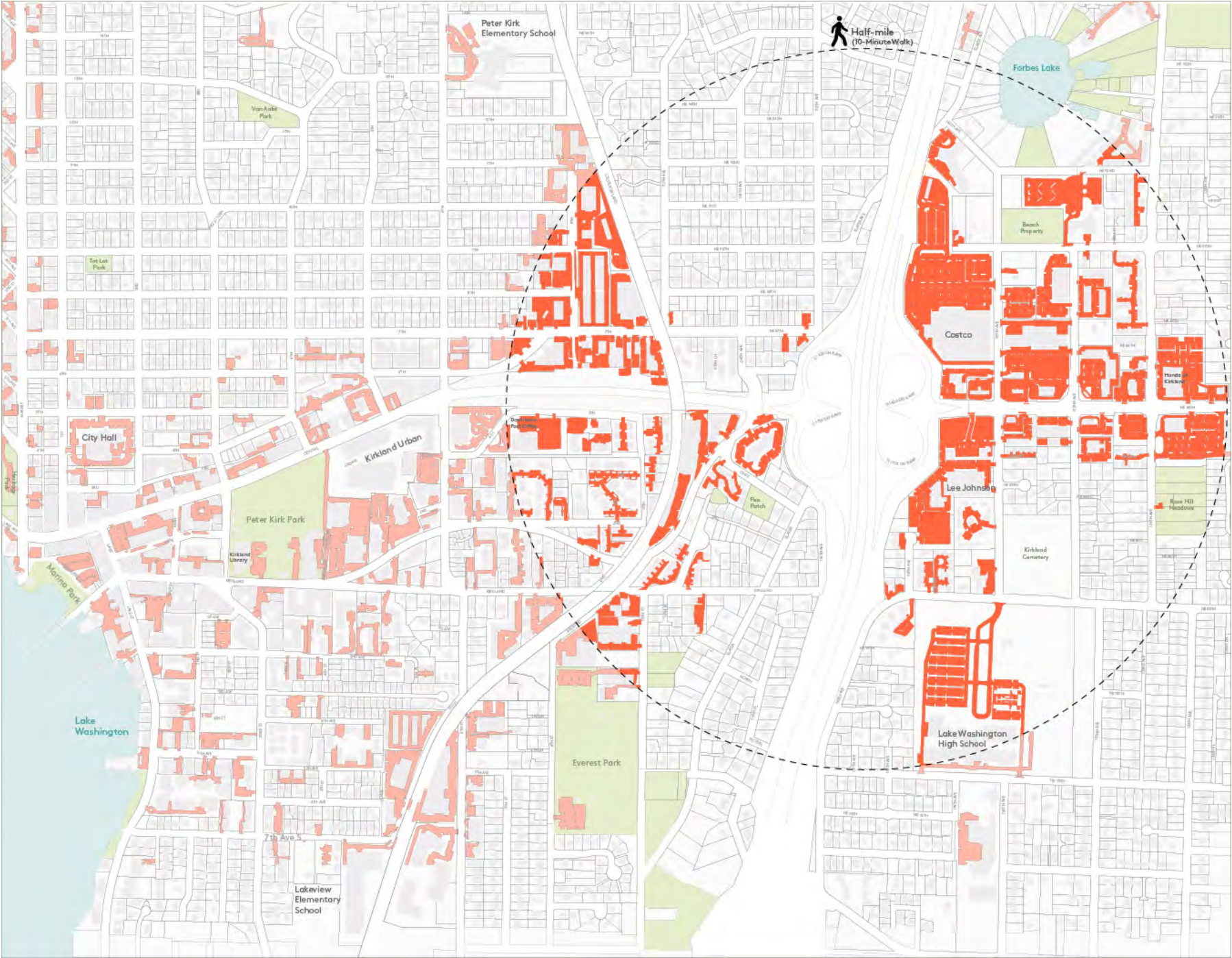




Underutilized Land

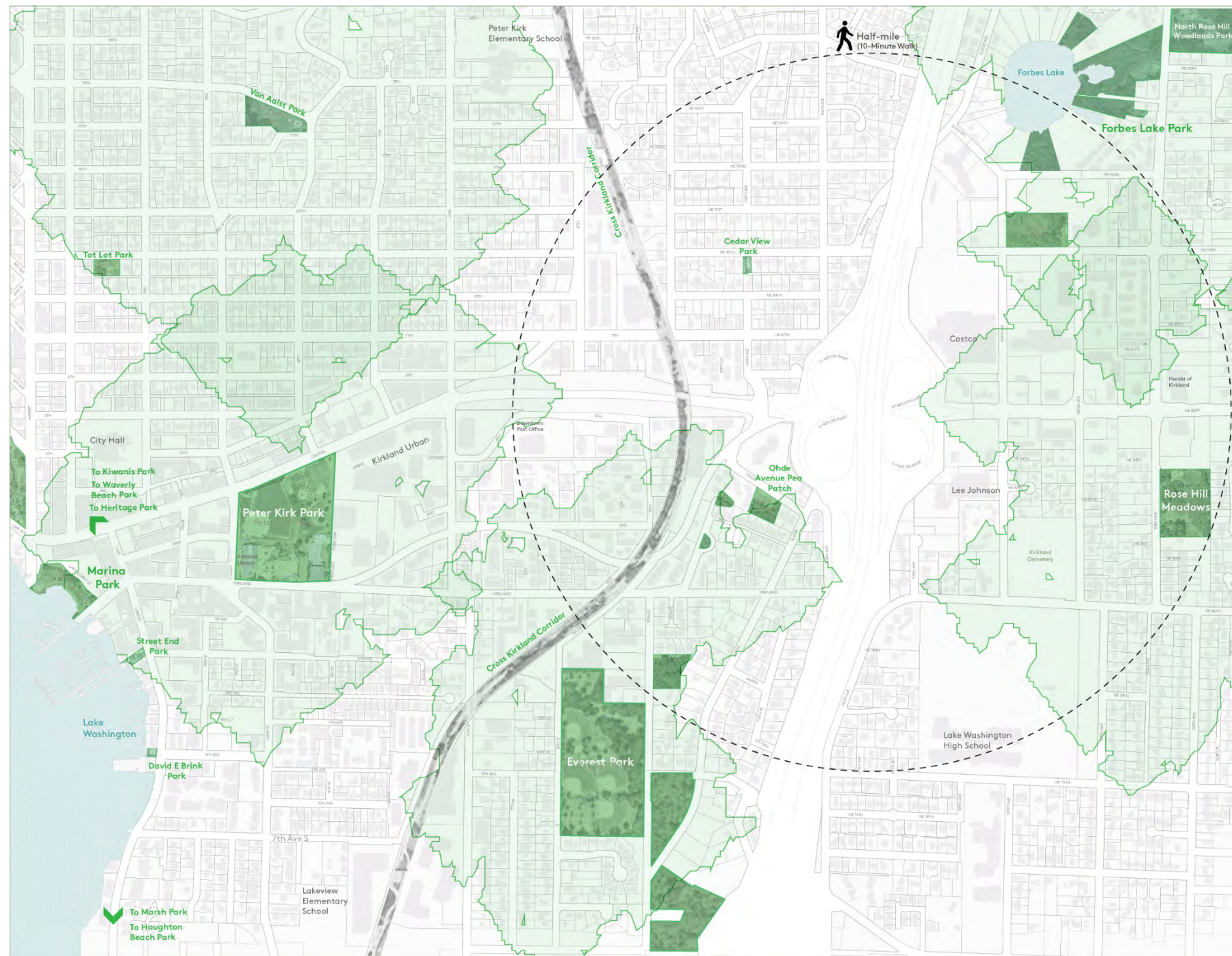


 Parking





# Open Space & Park Access Analysis





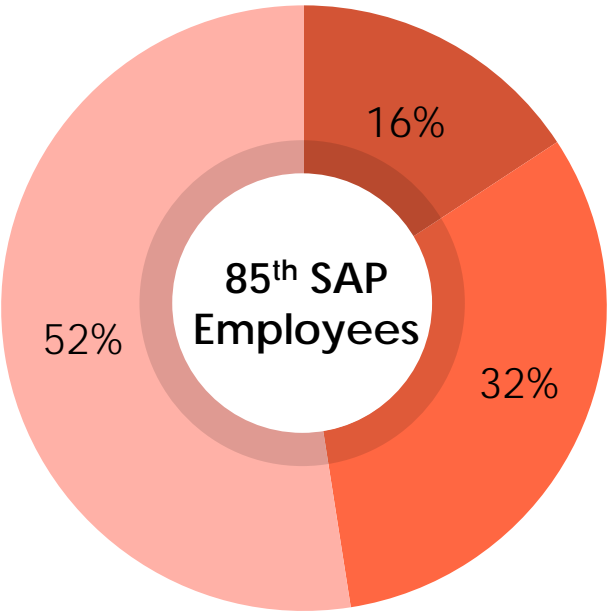
Last Mile  
Connections





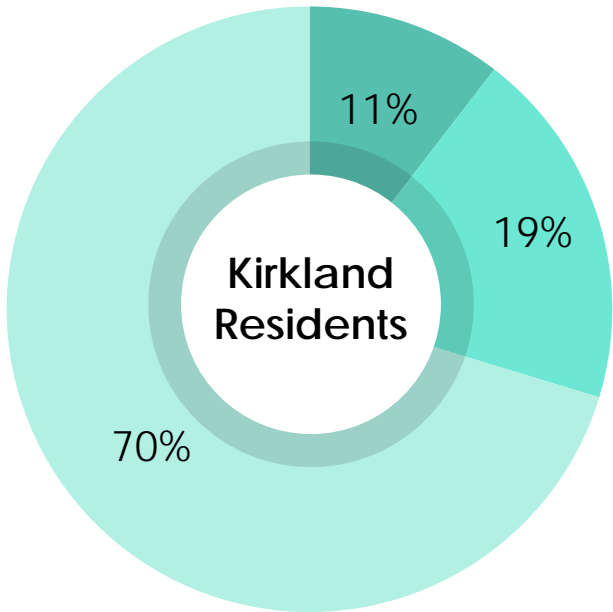
Inclusive Economy

3,255 Employees  
Work in Station Area



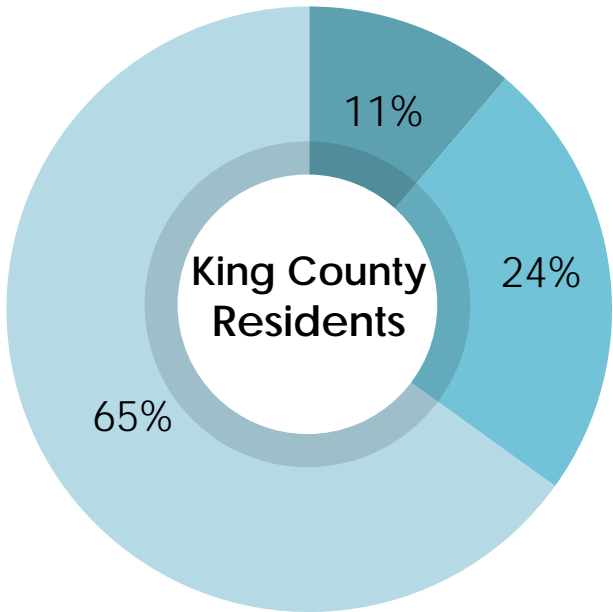
- < \$1,250 (federal poverty guideline)
- \$1,251-\$3,333 (below living wage)
- >\$3,333 (living wage)

42,310 Employees  
Live in Kirkland



- < \$1,250 (federal poverty guideline)
- \$1,251-\$3,333 (below living wage)
- >\$3,333 (living wage)

1,000,416 Employees  
Live in King County



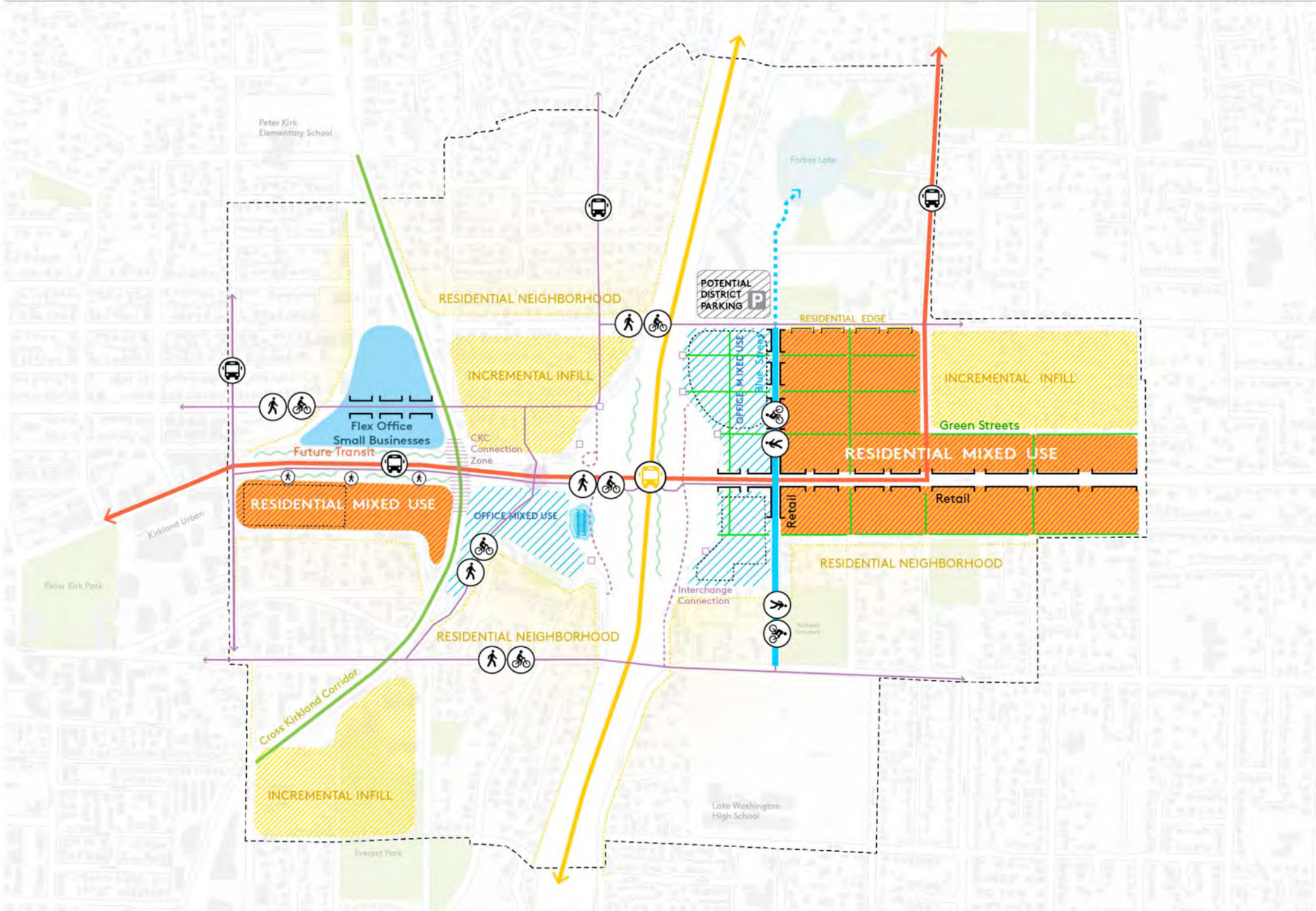
- < \$1,250 (federal poverty guideline)
- \$1,251-\$3,333 (below living wage)
- >\$3,333 (living wage)

SOURCE—  
Longitudinal Employer-Household Dynamics, 2017  
<https://lehd.ces.census.gov/>

# Station Area Initial Concepts—

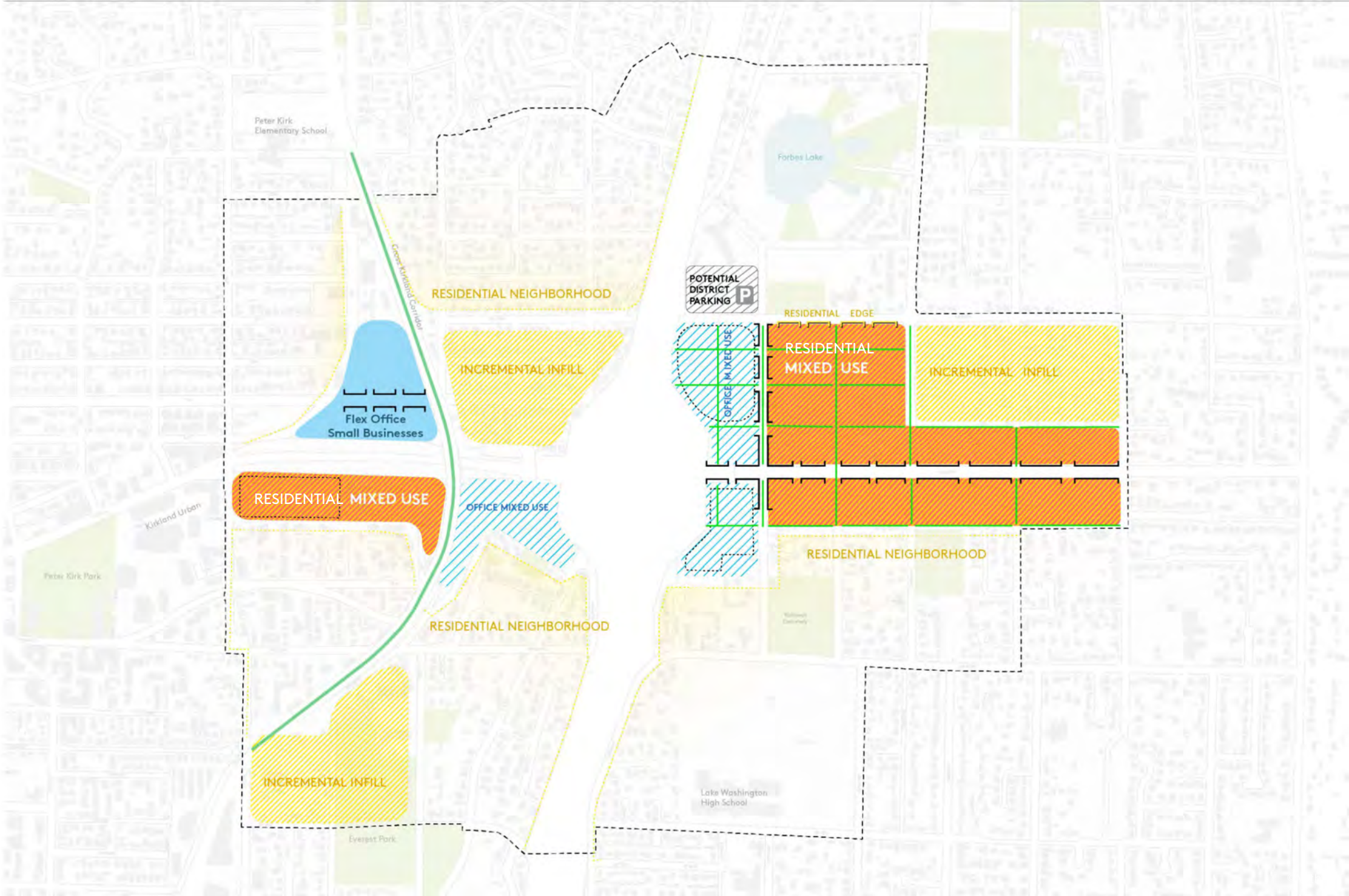
A mix of ideas that were shared with the public  
seeking feedback to help shape alternatives

Initial  
Concepts



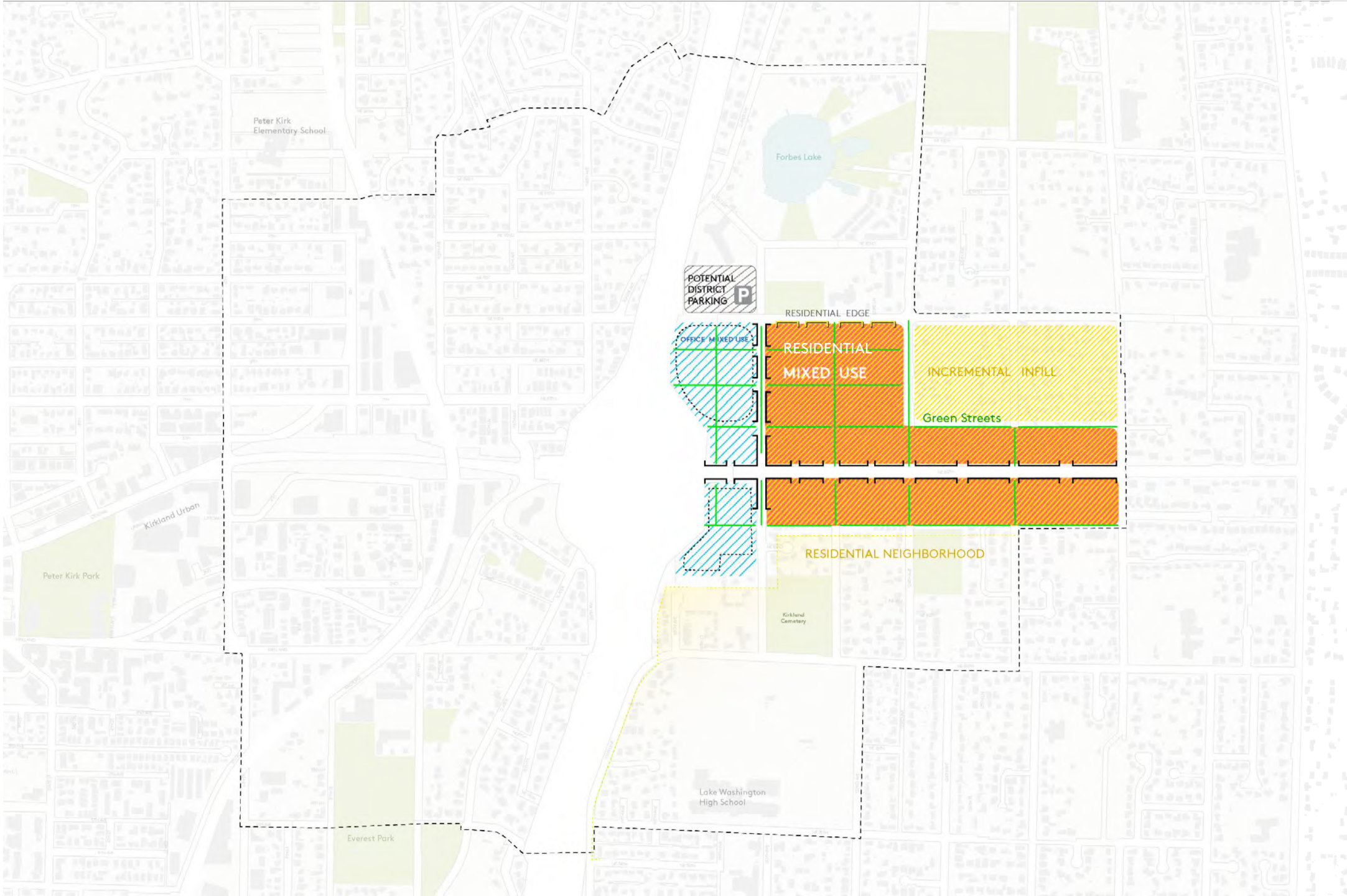


# Development Framework



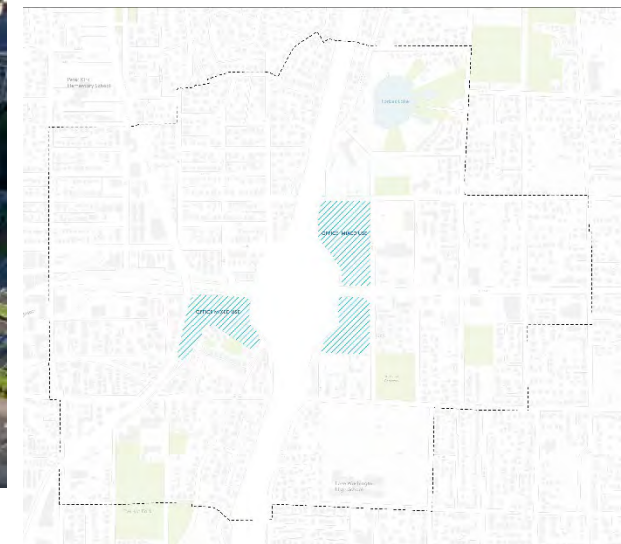


Rose Hill



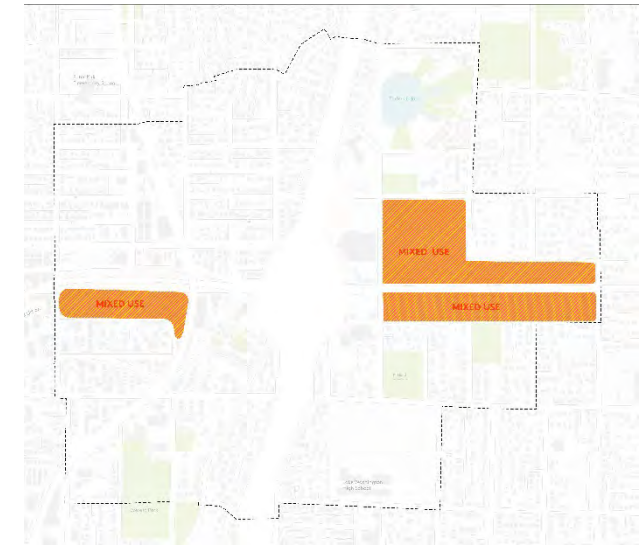


## Office/Mixed Use



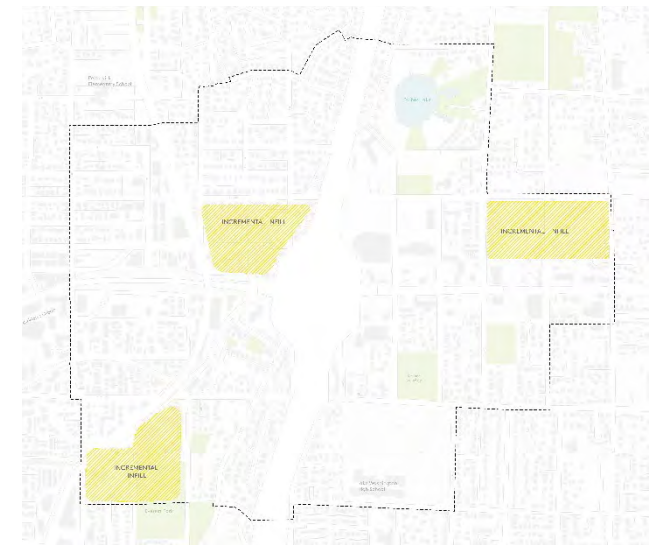


## Mixed Use & Residential



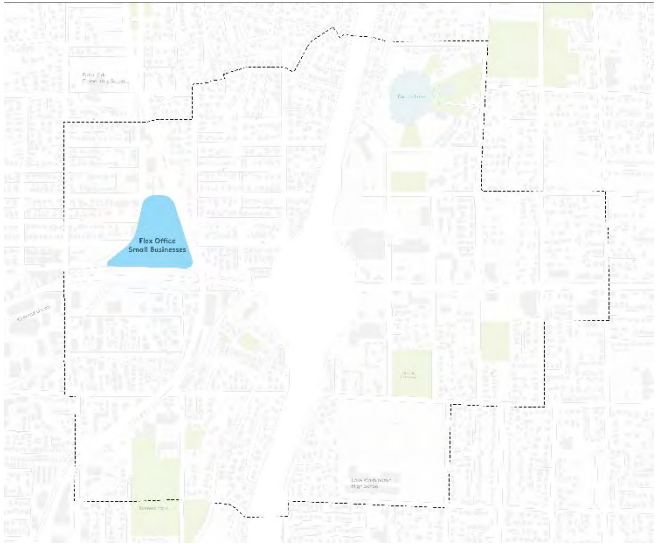


# Incremental Infill





Flex Office/Industry





# Community Places & Signature Uses



Parks & Open Space



Mixed Use Libraries



Cinemas



Community Gardens



Special Event Streets



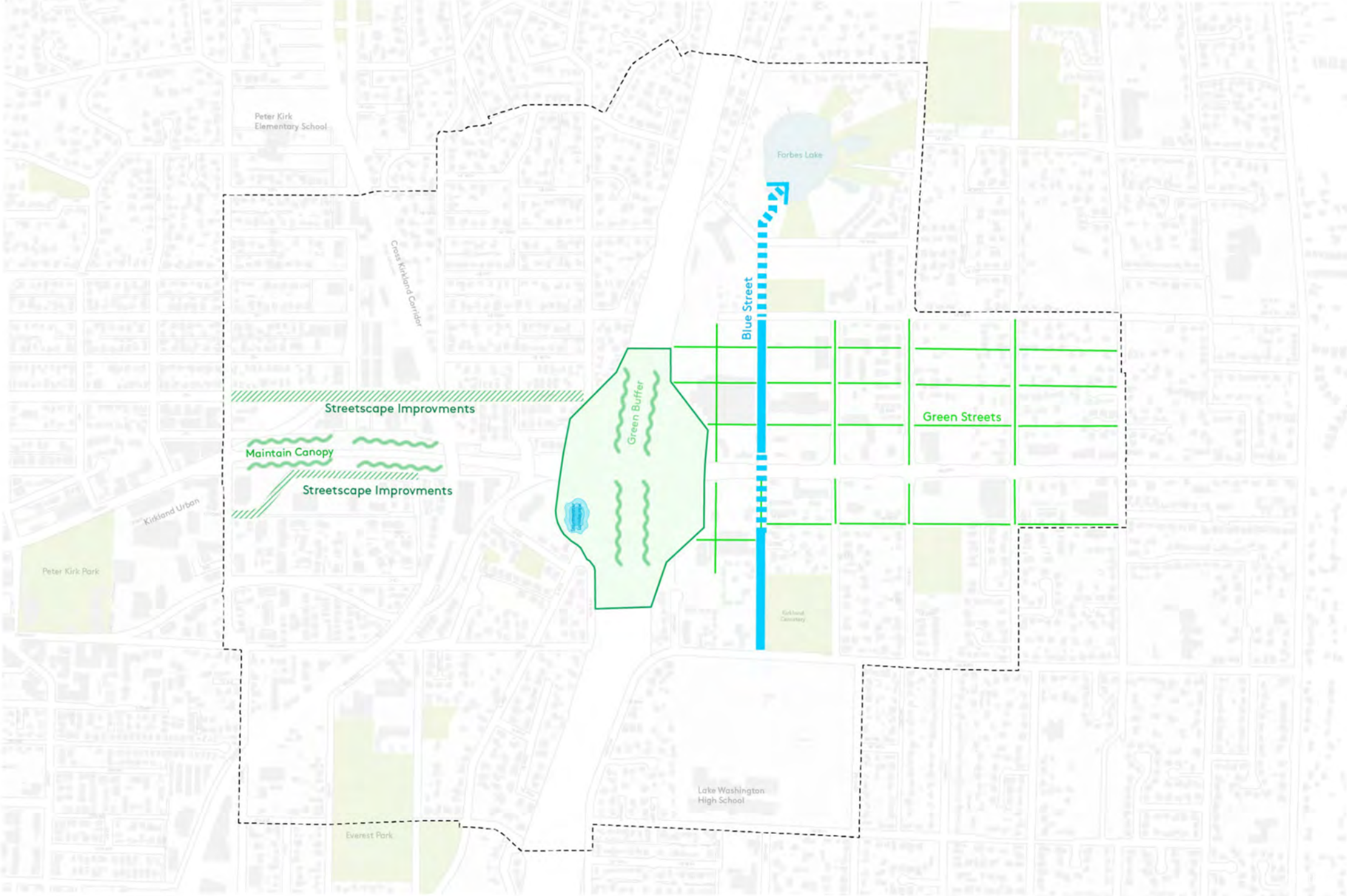
Schools



Community Center



# Environmental Framework





# Blue Street/120<sup>th</sup>



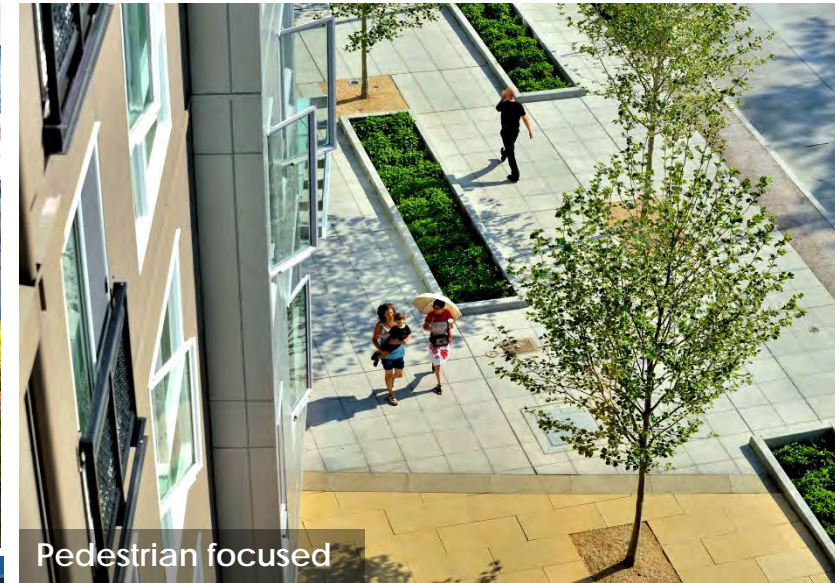
Active frontages



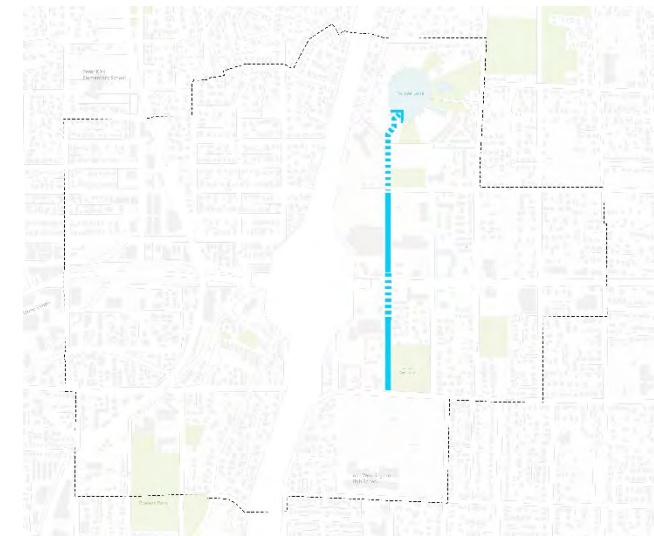
Integrated infrastructure



Stormwater streetscape

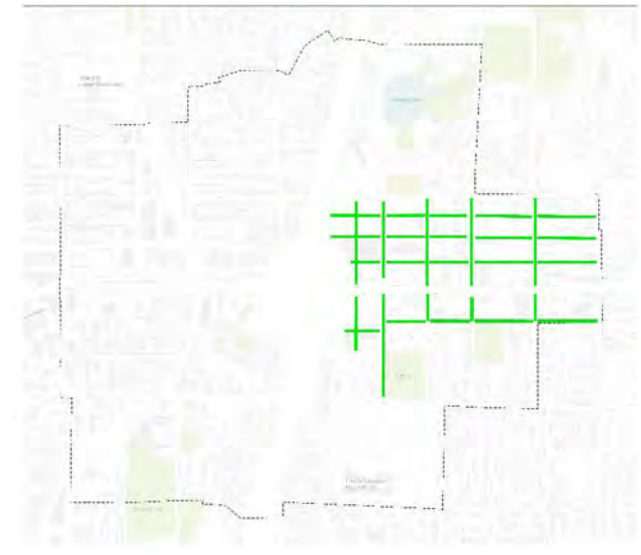


Pedestrian focused



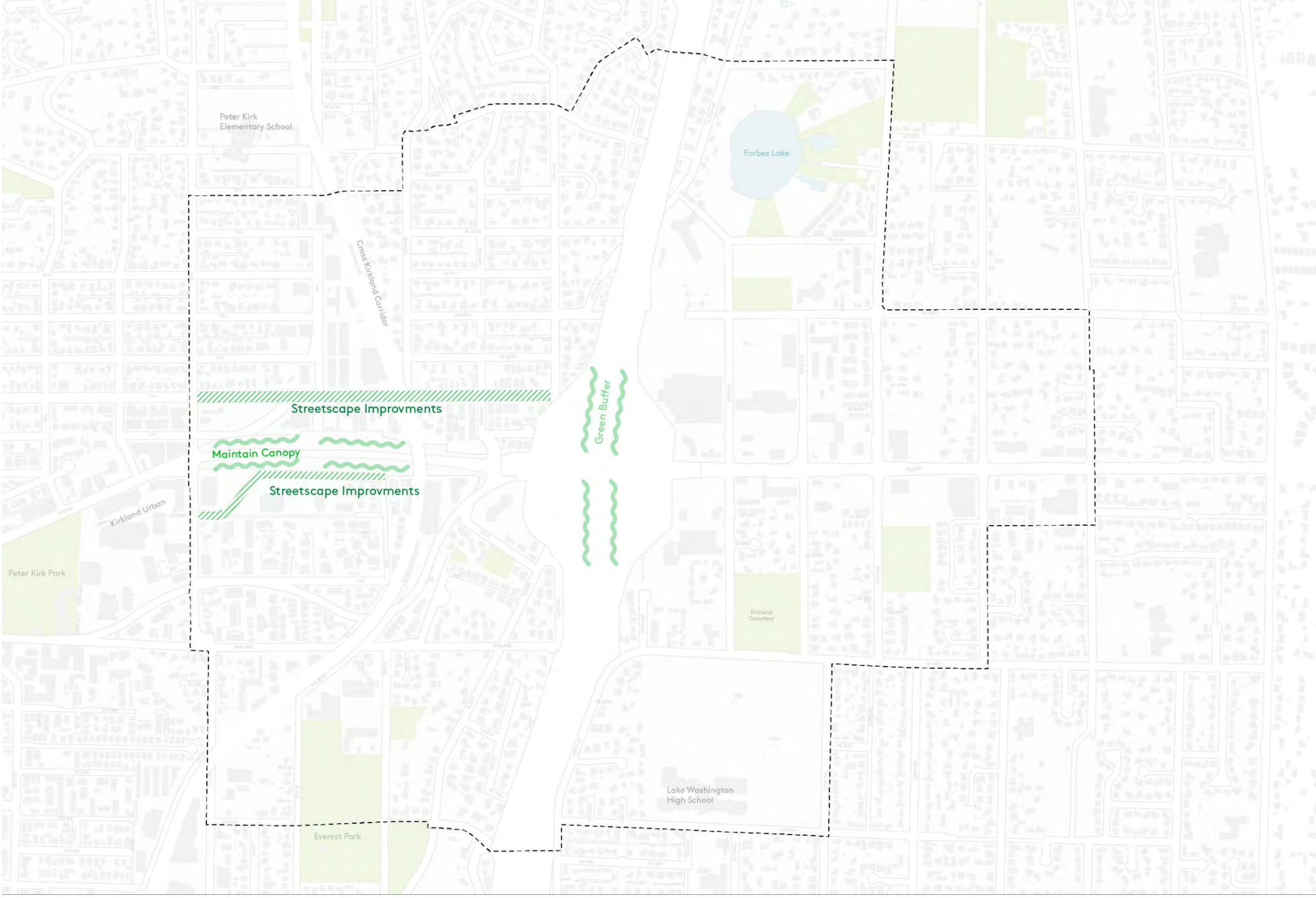


# Green Streets



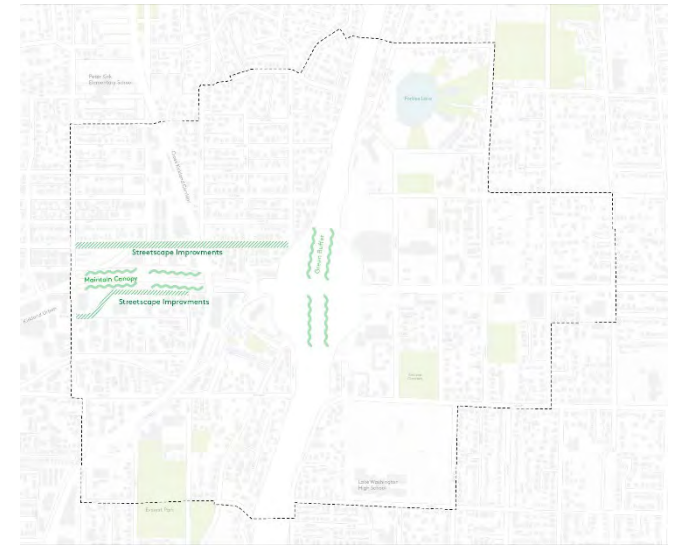
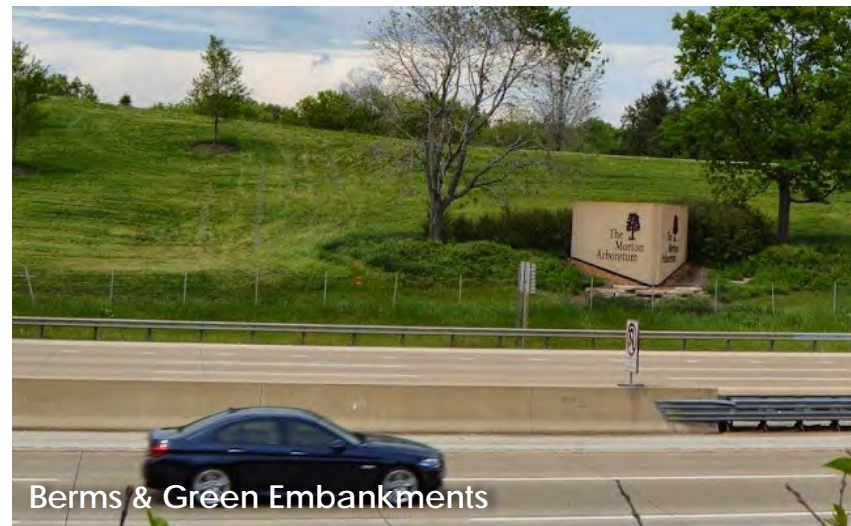
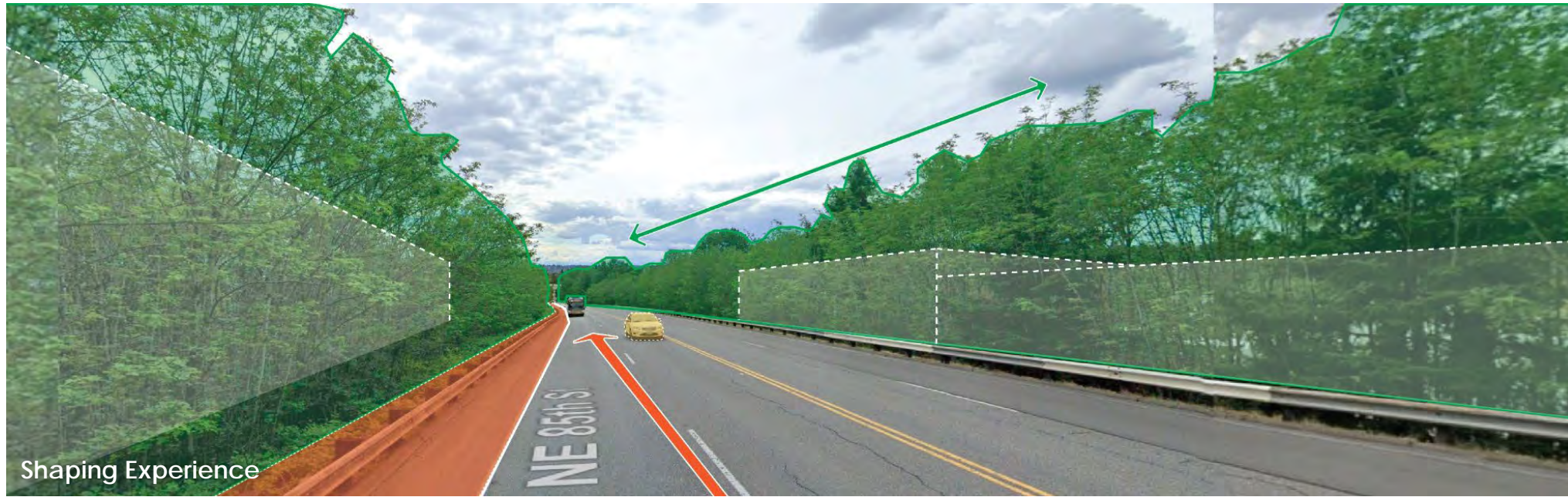


Additional  
Environmental  
Strategies



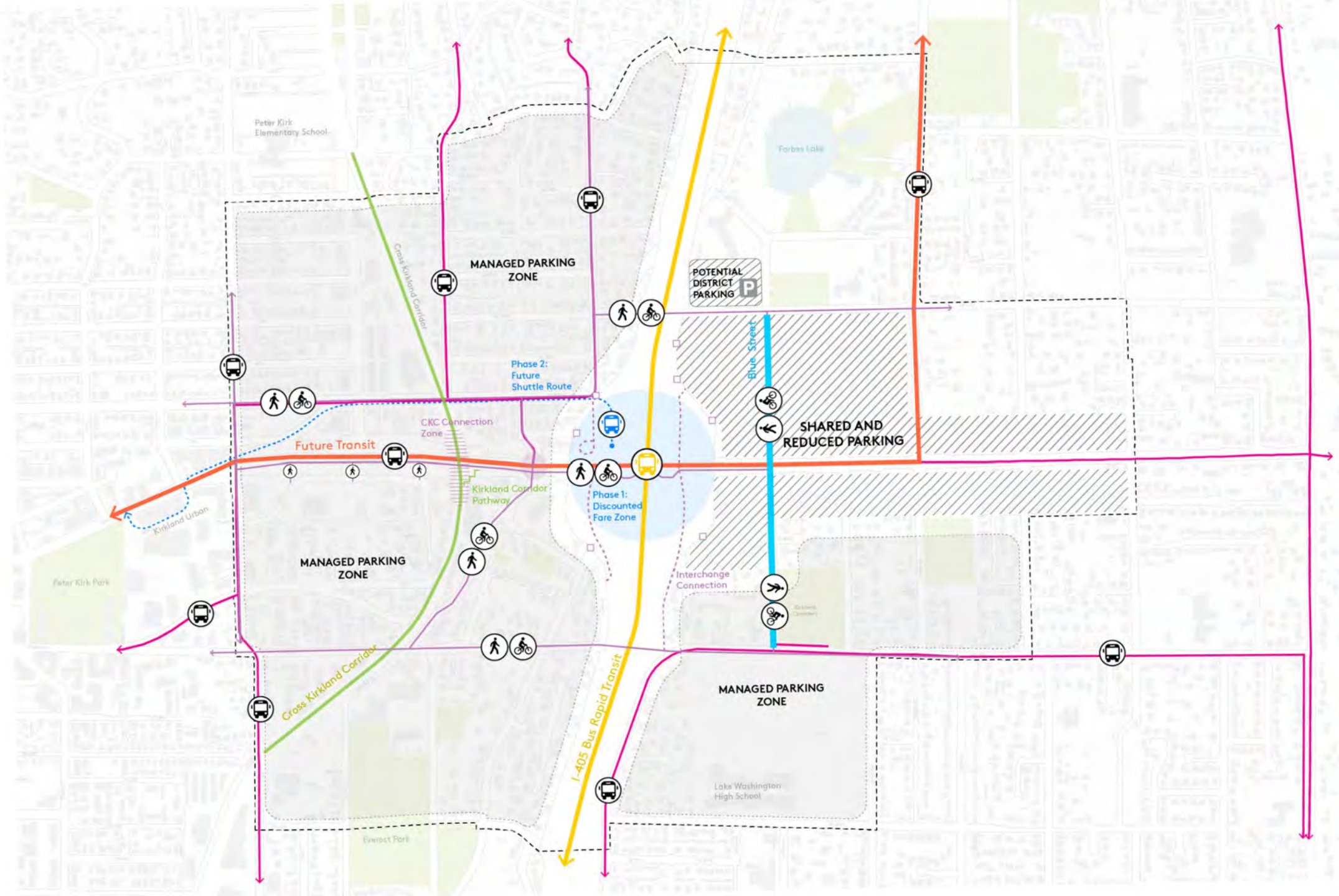


# Tree Canopy & Green Buffers



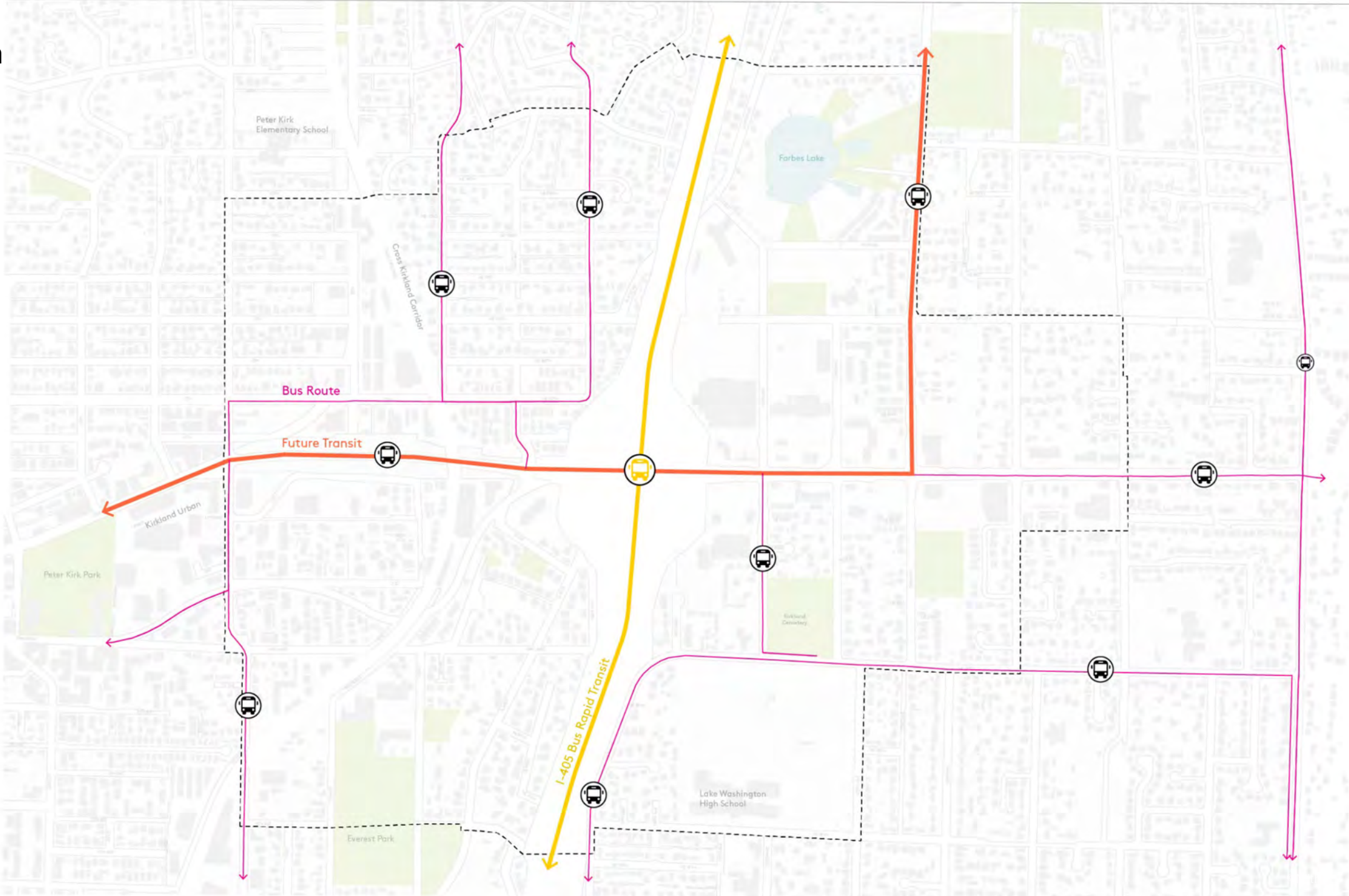


# Mobility Framework



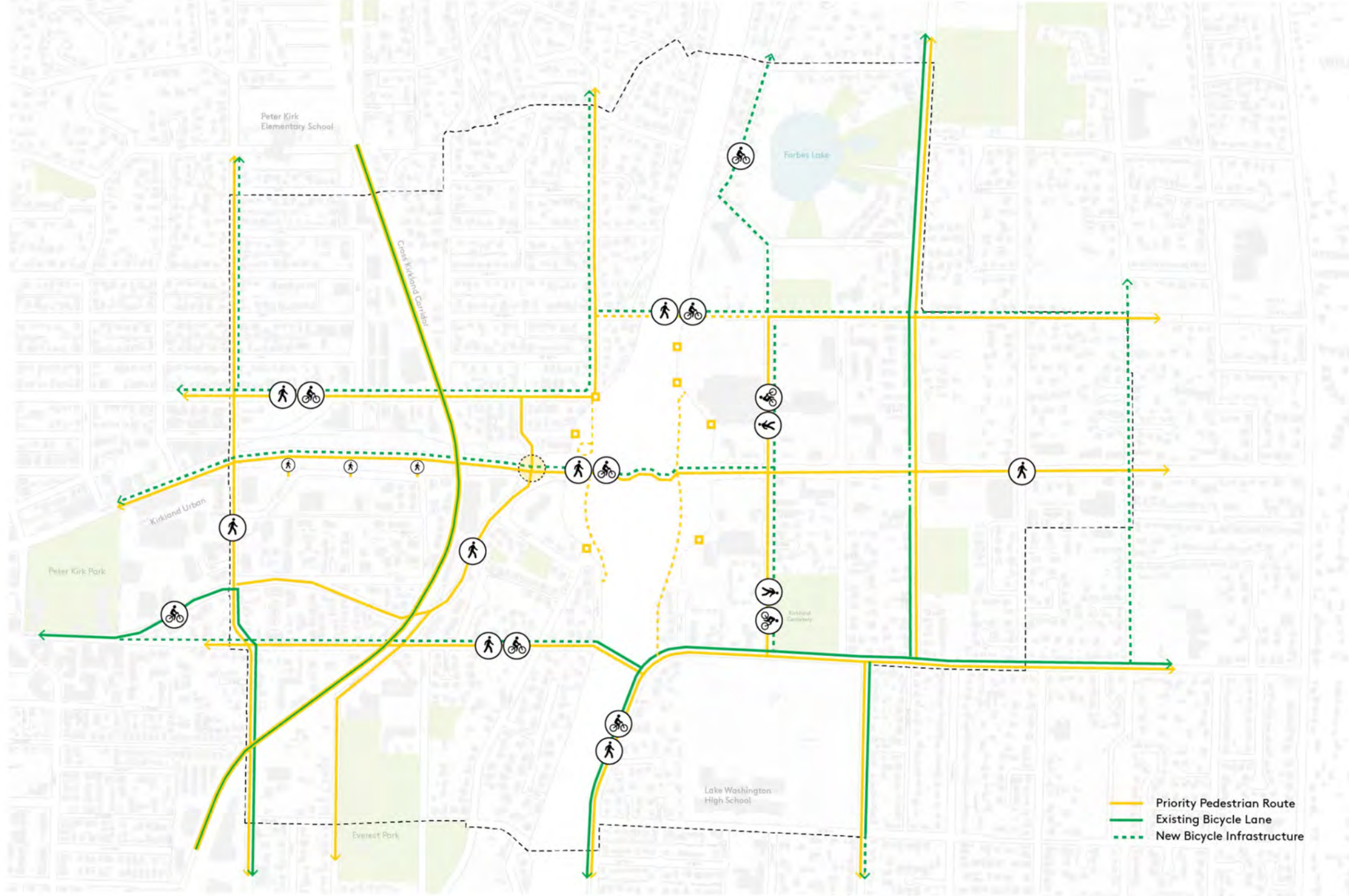


Transit system



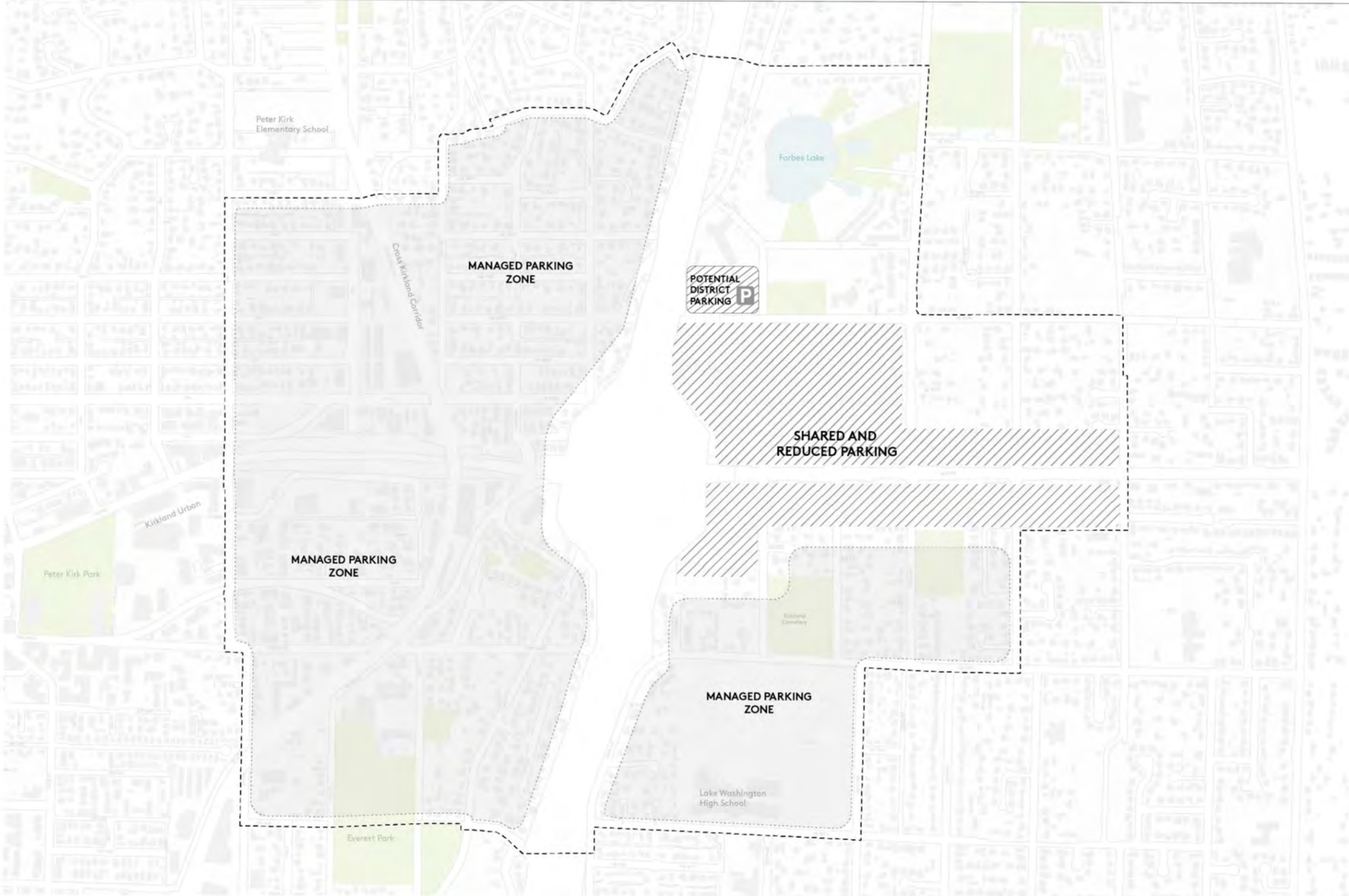


# Bike/Ped Network



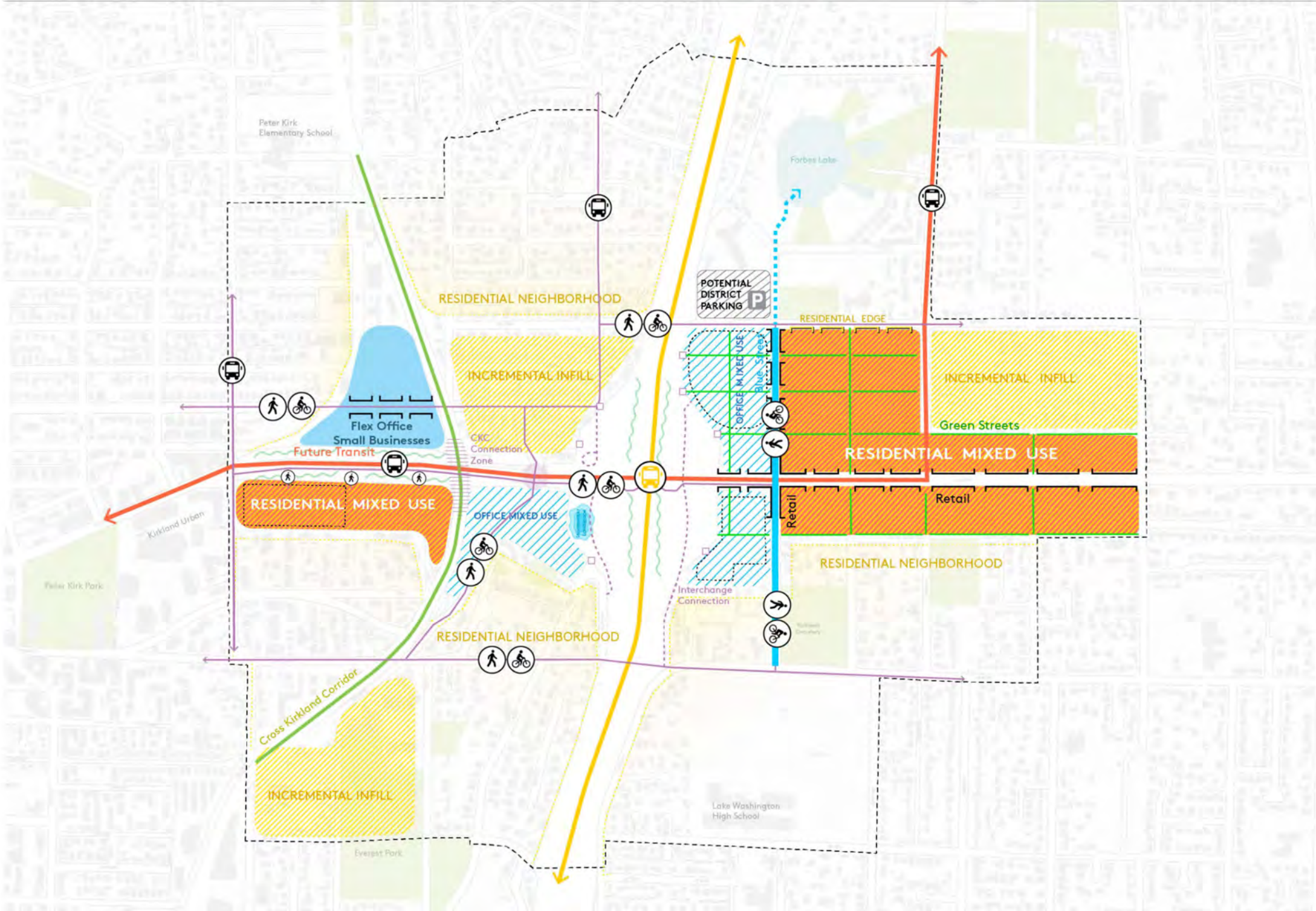


# Parking





Initial  
Concepts





# Summary of Public Input—



# Phase I – Opportunities and Challenges

- Interviews with **major property owners and businesses** - 6 participants.
- **Neighborhood leaders focus group** - 5 neighborhoods represented.
- **Board and Commission member** discussions.
- **Business survey** - 35 businesses participated.

*Much of this engagement took place in March and COVID affected the ability of some stakeholders to participate.*



# Phase 2A – Concepts and Scoping

- Three-week **written comment** period – 29 comments received.
- **Online Workshop** (June 4) – around 90 people including 13 project team members attended this live event.
- **Story map and Survey** – over 800 visits to this online open house resulted in 26 completed surveys.
- **Walkshop** – a self-guided exploration of the study area, available all summer.

*Extensive outreach included: postcards, posters, email, legal notices, social media, and other City communications.*



## Top Ideas for NE 85th Street Station Area Plan



# Thematic Summary of Inputs

## Environment

- Support green streets / blue streets concepts, usable space for people, connecting to trail network
- Support public views of Lake Washington, downtown, views of the sky
- Support distinctive tree canopy, create open space
- Protect salmon, study stormwater, creeks, streams

## Mobility

- Enhance walkability, bikability, safety, design streets for everyone, create a 'car optional' community, connect with CKC
- Manage traffic and parking within neighborhoods, noise, congestion, truck/delivery access
- Improve safe pedestrian connections to LWHS/ across I-405

## Community

- Anti-racist urban planning, prioritize needs of BIPOC, prioritize accessibility for seniors and people with disabilities
- Existing local businesses an important part of community
- Expand diverse employment opportunities
- Urban design an important tool to create a safe places to walk and bike, and reduce unsupervised spaces
- Support new community gathering spaces

## Development

- Proactively plan for growth and welcome new neighbors and employees
- Reflect Kirkland's 'small town' feeling and charm
- Promote mix of uses and heights in development and redevelopment, support for TOD.
- Preference for taller development in Rose Hill
- Support existing character in residential areas, concern about infill west of I-405

# Summary of Preliminary Alternatives—



# Project Objective—

Leverage the WSDOT/Sound Transit I-405 and NE 85th St Interchange and Inline BRT station regional transit investment to maximize transit-oriented development and create the most:

- value for the City of Kirkland,
- community benefits including affordable housing,
- and quality of life for people who live, work, and visit Kirkland.

# Development Process for Alternatives

## Opportunities & Challenges

Define the major issues to address and assets to build upon

## Initial Concepts

Create a spatial framework that builds on Opportunities & Challenges findings

## Alternatives Analysis

Test performance of different variations within Initial Concepts spatial framework

## Station Area Plan Development

Develop preferred alt. that reflects Alt. Analysis and iterates on preferred direction



# What's **Consistent** Across Alternatives

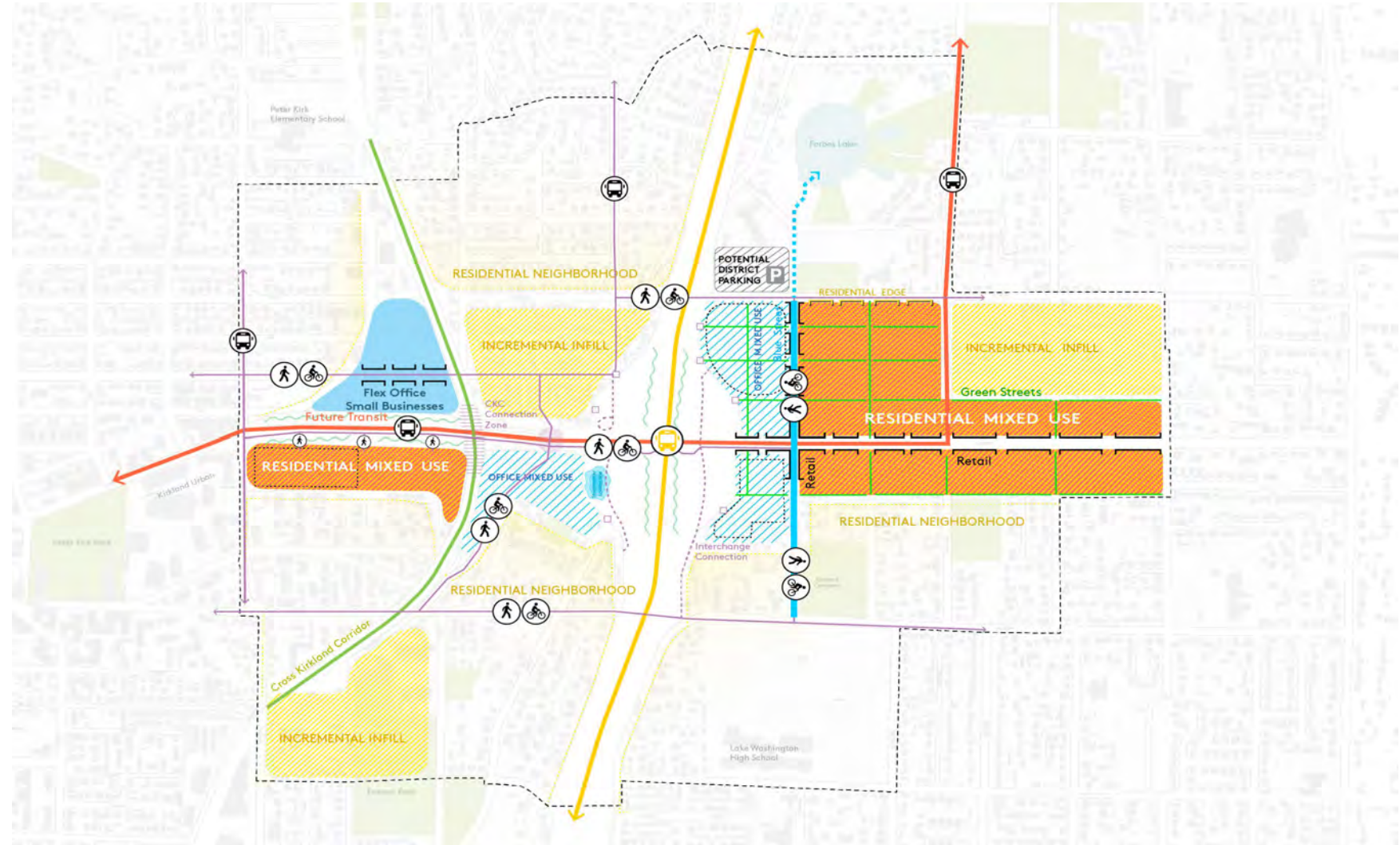
Where Major Growth Occurs

BRT Service & Station Design

Initial Bike/Ped Improvements  
(builds off Active Transportation Plan)

Environmental goals

Public services to support new development



# What's Different Across Alternatives

How Much Growth Occurs

Physical Form of Growth

Shuttles & Parking Strategies

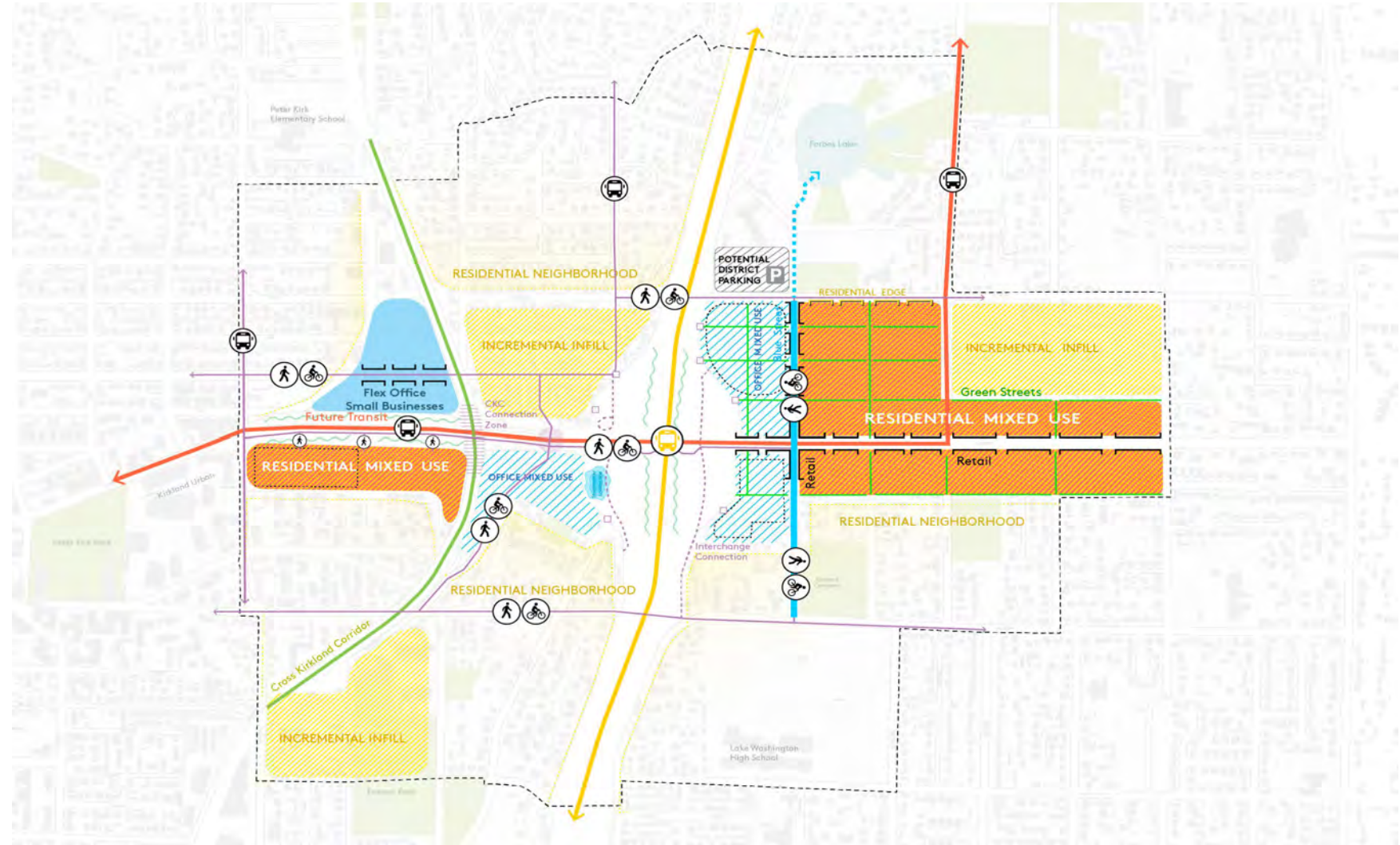
Level of investment in Bike/Ped Improvements

Level of investment in Environmental Strategies

Level of public services and investment in community facilities

Level of district-level coordination

Impacts & Benefits Towards Project Goals & Vision





# Preliminary Alternatives Overview

## Alternative #1

This alternative would reflect **existing zoning and current plans**.

**Housing/Jobs:** low housing production, primarily retail employment

**Development:** Up to 6 stories in Rose Hill, generally up to 2-3 stories elsewhere

**Mobility:** minor improvements associated with new development & similar bike lanes/sidewalks to today, current parking policies

**Environmental:** compliance with existing stormwater/envir. policies

## Alternative #2

This alternative would allow for **moderate growth** throughout the district, primarily **focused on existing commercial areas** such as Rose Hill.

**Housing/Jobs:** moderate housing production, mix of commercial and retail employment

**Development:** Up to 10 stories\* in existing comm. areas like Rose Hill; generally up to 2-3 stories elsewhere

**Mobility:** enhanced bike lanes and sidewalk improvements, 1-2 mid-block green streets, on-site shared parking

**Environmental:** incentive program for improved on-site stormwater treatment & green building standards

## Alternative #3

This alternative would allow for the **most growth** throughout the district, primarily **focused on existing commercial areas** such as Rose Hill.

**Housing/Jobs:** significant housing production, major commercial and supportive retail employment

**Development:** Up to 20 stories in existing comm. areas like Rose Hill; generally up to 2-3 stories elsewhere

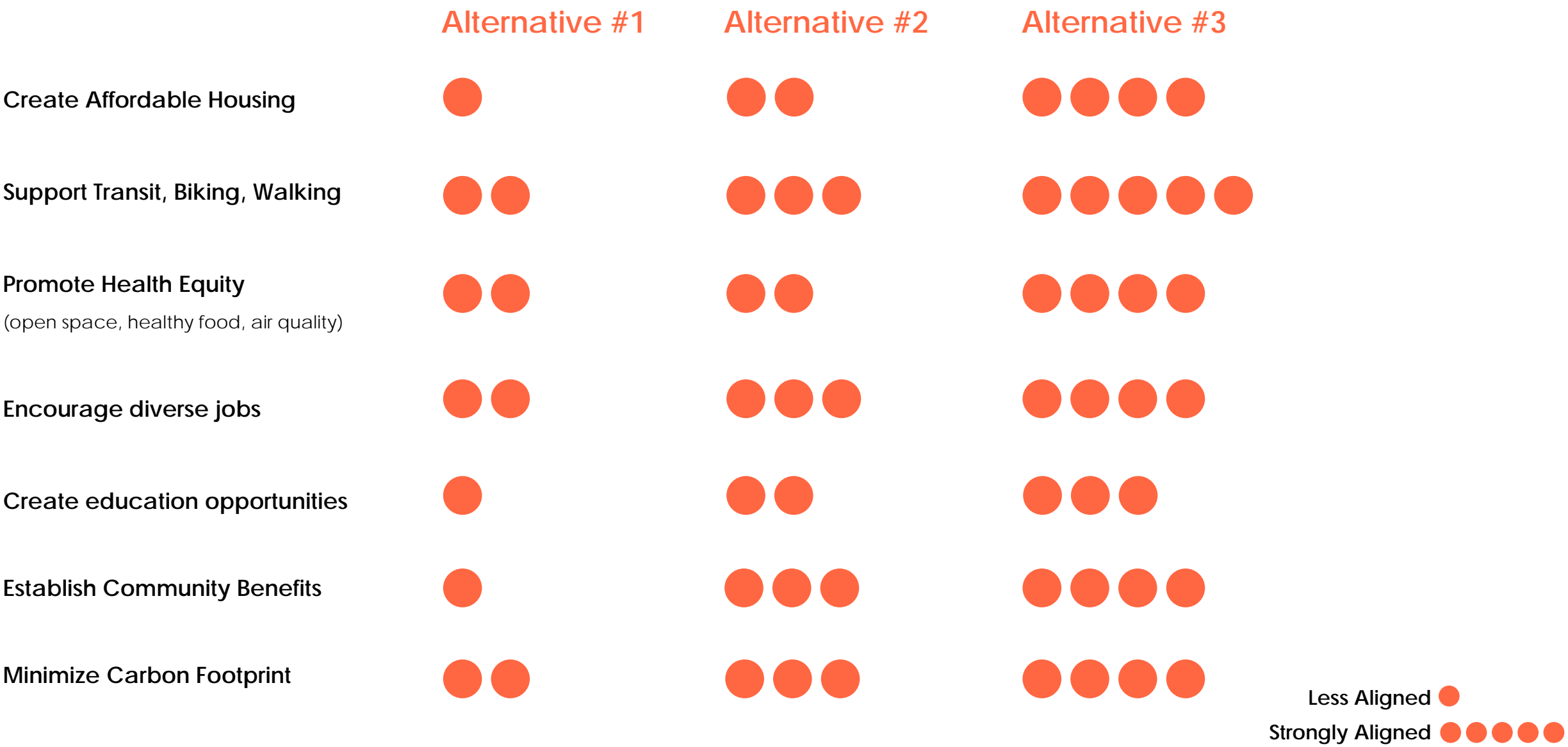
**Mobility:** district-wide network of bike facilities and sidewalk improvements, mandatory mid-block green streets, district parking facility and reduced parking requirements

**Environmental:** new standards for stormwater treatment & green building; 120<sup>th</sup> Blue Street for district-level stormwater and tree canopy improvements

*\*this was updated based on feedback from Planning Commission*

# Preliminary Alternatives

## Relationship to Equity & Inclusive District





Alternatives	Summary	Development	Mobility	Environmental Strategies	Relationship to Equity & Inclusive District
	<i>EIS Topics Studied</i>	<i>Land Use, Aesthetics, Public Services, Greenhouse Gases, Open Space, Housing, Economic Activity</i>	<i>Transportation, Greenhouse Gases</i>	<i>Surface &amp; Stormwater, Utilities, Greenhouse Gases, Open Space</i>	<i>Public Services, Greenhouse Gases, Open Space, Housing, Economic Activity, Transportation</i>
<b>No Action Alternative One</b>  <i>Reflects principles of comprehensive plan, recent trends and current zoning</i>	<p>This alternative would reflect existing zoning and current plans. It would include limited new residential development throughout the district, and in Rose Hill it would include substantial new retail employment and modest new office development. Mobility changes would be limited, and environmental strategies would primarily consist of minor streetscape improvements as part of existing design guidelines.</p>	<p><b>Rose Hill:</b> Primarily retail development with limited office/residential above</p> <p><b>Moss Bay/Norkirk/Everest/Highlands:</b> No change</p> <p><b>Other:</b> Limited incremental infill</p>	<p><b>Transit:</b> WSDOT/ST I-405 and NE 85th St Interchange and Inline BRT project</p> <p><b>Bike/Ped:</b> Minor streetscape improvements associated with development frontages and planned projects</p> <p><b>Parking:</b> Current requirements for new development</p>	<p>Minimize development near <b>Forbes Lake</b></p> <p><b>Stormwater improvements</b> included as part of the WSDOT I-405 Interchange project</p>	<p>Unlikely to produce substantial <b>affordable housing</b></p> <p>Likely to maintain current <b>transit, walking, and biking</b></p> <p>Unlikely to improve <b>health equity</b> factors such as access to open space, healthy food, and air quality</p> <p>Likely preserves existing retail <b>jobs</b></p> <p>Unlikely to support additional <b>education</b> opportunities</p> <p>Unlikely to create new opportunities for <b>community benefits</b> through development linkages</p> <p>Unlikely to reduce the district's <b>carbon footprint</b></p>
<b>Action Alternative Two</b>  <i>Reflects principles of comprehensive plan, with some rezoning and additional growth</i>	<p>This alternative would allow for moderate growth throughout the district, primarily focused on existing commercial areas such as Rose Hill. This growth would generally take the form of 2-6 story mixed use residential and office buildings with limited infill in established neighborhoods. Mobility and environmental strategies would focus on enhancing existing plans.</p>	<p><b>Rose Hill:</b> Mid-rise office/residential mixed use (up to 6 stories)</p> <p><b>Moss Bay/Norkirk/Everest/Highlands:</b> Smaller scale residential/office/industrial infill</p> <p><b>Other:</b> Modest incremental infill, including Accessory Dwelling Units (ADU's) and missing middle housing, Neighborhood scale pocket parks or other smaller scale open space</p>	<p><b>Transit:</b> WSDOT/ST I-405 and NE 85th St Interchange and Inline BRT project</p> <p><b>Bike/Ped:</b> Incremental green streets midblock connections policy in Rose Hill, Enhanced bike/ped improvements (bike lane/new sidewalks) on 120th Ave NE and other key streets</p> <p><b>Parking:</b> Reduced parking requirements for mixed use development, Managed on-street parking</p> <p><b>Other:</b> Shuttle providing first-mile/last-mile access for surrounding neighborhoods and Downtown</p>	<p>Minimize development near <b>Forbes Lake</b></p> <p><b>Stormwater improvements</b> included as part of the WSDOT I-405 Interchange project</p> <p>Minor on-site stormwater and <b>tree canopy improvements</b></p> <p>Streetscape-based stormwater improvements along <b>120th Ave NE</b></p> <p>Moderate/incremental <b>green building</b> standards</p>	<p>Possibly would produce some <b>affordable housing</b> and increase housing diversity</p> <p>Likely to encourage <b>transit, walking, and biking</b></p> <p>Possible to improve <b>health equity</b> factors such as access to open space, healthy food, and air quality</p> <p>Likely to create new <b>employment opportunities</b> across office, retail, and other sectors.</p> <p>Possibly would support additional <b>education</b> opportunities</p> <p>Possibly would create new opportunities for <b>community benefits</b> through development linkages</p> <p>Likely to somewhat lower the district's <b>carbon footprint</b></p>
<b>Action Alternative Three</b>  <i>Reflects principles of comprehensive plan, with substantial rezoning and additional growth</i>	<p>This alternative would allow for the most growth throughout the district. This growth would generally take the form of 6-20 story mixed use residential and office buildings in select commercial areas, substantial smaller scale infill in established neighborhoods, and limited changes to residential neighborhoods such as Highlands and South Rose Hill. Mobility and environmental strategies would involve substantial investments in multimodal strategies to accommodate growth through transit, biking, and walking.</p>	<p><b>Rose Hill:</b> Towers (up to 20 stories) with mid-rise office/residential mixed use (up to 6 stories)</p> <p><b>Moss Bay/Norkirk/Everest/Highlands:</b> Mid-rise office residential mixed use (up to 6 stories), Flex office/industrial in Norkirk</p> <p><b>Other:</b> Moderate incremental infill, including redevelopment, Accessory Dwelling Units (ADU's), and missing middle housing, Significant investment in open space and community gathering spaces</p>	<p><b>Transit:</b> WSDOT/ST I-405 and NE 85th St Interchange and Inline BRT project</p> <p><b>Bike/Ped:</b> Required green streets midblock connections policy in Rose Hill, Substantial bike/ped improvements (cycle track network, retail supportive streetscape) on 120th Ave NE and other key streets</p> <p><b>Parking:</b> District parking facility, Substantially reduce parking requirements in Rose Hill, Managed on-street parking</p> <p><b>Other:</b> Shuttle providing first-mile/last-mile access for surrounding neighborhoods and Downtown, auto congestion reduction measures on key streets</p>	<p>Minimize development near <b>Forbes Lake</b></p> <p><b>Stormwater improvements</b> included as part of the WSDOT I-405 Interchange project</p> <p>Major on-site tree canopy improvements through <b>green street midblock connections</b> in Rose Hill</p> <p>Street reconstruction for <b>120th Ave NE</b> to reduce on-site demands for stormwater improvements</p> <p><b>District sustainability</b> strategies such as districtwide green building standards and district energy</p>	<p>Likely to produce significant <b>affordable housing</b> and increase housing diversity</p> <p>Likely to encourage <b>transit, walking, and biking</b></p> <p>Likely to improve <b>health equity</b> factors such as access to open space, food, and air quality</p> <p>Likely to create new <b>employment opportunities</b> across office, retail, and other sectors.</p> <p>Likely to support additional <b>education</b> opportunities</p> <p>Likely to create new opportunities for <b>community benefits</b> through development linkages</p> <p>Likely to significantly lower the district's <b>carbon footprint</b></p>

# Discussion—



# Group Discussion

- Confirm Project Objective, Values, and Goals
- Discuss Initial Concepts and answer questions
- Confirm the proposed method for grouping these Initial Concepts into alternatives for further analysis
- Discuss key issues that should be explored through alternatives development